

THE BULLETIN

NATIONAL RAILWAY
HISTORICAL SOCIETY



VOLUME 37, NUMBER 1

1972



F. G. Tatnall, Jr.

Three days before her fire was dropped for the last time, Bevier & Southern Mogul 112 (BLW No. 54016, November, 1920) stands at the Bevier, Mo. terminal on January 13, 1963. In late 1970 the nine-mile carrier — now dieselized — tried to disavow its jaunty slogan by applying for abandonment, but ICC turned down scheme to convert the B&S into a private coal mine operation.

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Manuscripts always welcome, preferably not longer than 5000 words, double spaced on one side of a page. Please include one carbon copy. Clear, glossy photos to illustrate articles, and of action and historical subjects, are also requested.

Articles in this magazine do not express the official NRHS attitude on any subject unless specifically designated as such.

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THE BULLETIN

VOLUME 37 NUMBER 1

1972

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COVER: New Zealand Government Railways 42-inch gauge line on the South Island. Freight is westbound enroute to Cromwell. Landscape is very similar to that of the Colorado narrow gauge country.

Ara Mesrobian

THE SOCIETY AND ITS AIMS

The Society was founded in 1935 and incorporated in Maryland in 1937 as a non-profit organization for historical and educational purposes.

There are three classes of membership, Associate, Chapter and Family. Chapter members are those who affiliate with a local chapter. For information regarding chapter membership, meetings and local activities, write to the Chapter Director who lives nearest to you. Associate members are those who do not live near a chapter or who do not care to affiliate with a local unit.

National dues are \$4.50 per year for Associates and \$4.00 per year for Chapter members. Chapter dues are in addition to National dues. Family memberships are \$1.00 per year and are open to wives, mothers, daughters, nieces and aunts of and domiciled with either a Chapter or Associate member. They do not have the right to hold national office and do not receive the Bulletin. The purpose of this class of membership is to encourage entire families to participate in the Society's work.

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NARROW GAUGE

IN THE

ST. FRANCIS VALLEY

LEE A. DEW

Among railroad historians there is nothing that can match the nostalgia and appeal of narrow gauge, with its light rail and equipment, its precarious trackwork, and its constant sense of adventure. The "high iron" may be a lot busier, but to many railfans it is narrow gauge that epitomizes railroading at its best.

To these fans the mere mention of slim gauge may evoke an impression of Colorado, the Appalachians, or the well-known two-footers in Maine. Yet the history of narrow-gauge railroading in the United States was written not only by the highly-publicized roads in Colorado and Maine, but by the hundreds of obscure little carriers which sprang up in other parts of the country. This article, therefore, is intended to introduce some of the lines that operated in a region never associated with narrow gauge, but which contained a cross-section of railroads built to less-than-standard dimensions.

The St. Francis River valley of Southeastern Missouri and Northeastern Arkansas is a unique geographic area. It covers more than 25,000 square miles, roughly comparable in size to the states of Connecticut, Rhode Island, Massachusetts, and New Hampshire. The geological features of the valley were shaped to a great extent by the New Madrid earthquakes of 1811-12, a series of gigantic shocks which continued sporadically for several months. As a result of these quakes there was a considerable amount of subsidence, in some places as much as 30 feet or more, and flood waters from the Mississippi River poured in. Consequently the entire area became a vast swamp from the Mississippi on the east to the Black River on the west, at the edge of the Ozark plateau. By the 1870's the valley was an almost-impenetrable wilderness with measureless resources in timber and farmland, yet inaccessible except by boat.

The first narrow-gauge line in the St. Francis country appeared in 1877. The Little River Valley & Arkansas Railroad Company was chartered to build a line of railroad from New Madrid, Mo. on the Mississippi to Malden in Dunklin County, 21 miles away and deep in the swamps. After surmounting countless obstacles, in many cases by the construction of trestles and bridges, the road was completed and began operation late the following year. One daily train was scheduled, although frequently derailments and other mishaps made this impossible. No equipment rosters of the LRV&A have been found, but flatcars were probably used because its business was primarily involved with lumber and wood products. Passengers may have enjoyed the luxury of a coach; perhaps they were carried in the caboose. The gauge of the LRV&A is unknown but it was most likely three feet, which attracted the attention of a speculator interested in building a narrow-gauge railroad to give Jay Gould and his "Iron Mountain" some competition.

James W. Paramore was a cotton buyer from St. Louis. Anxious to increase his supply of cotton from the Southwest and unhappy with the freight rates and service offered by existing carriers, Paramore was determined to beat the competition. He bought control of a three-foot short line in Texas, the Tyler Tap Railroad, and began expanding it through the cotton country eastward to Texarkana where he originally had hoped to interchange with the St. Louis, Iron Mountain & Southern. Before this could be completed, Gould cancelled the proposed interchange agreements and Paramore, in a rage, determined to build his "yard-wide" railroad all the way to St. Louis.

On May 21, 1881, charters were issued to the Texas & St. Louis Railway for the purpose of building a line from Texarkana, Tex. to Bird's Point, Mo., where

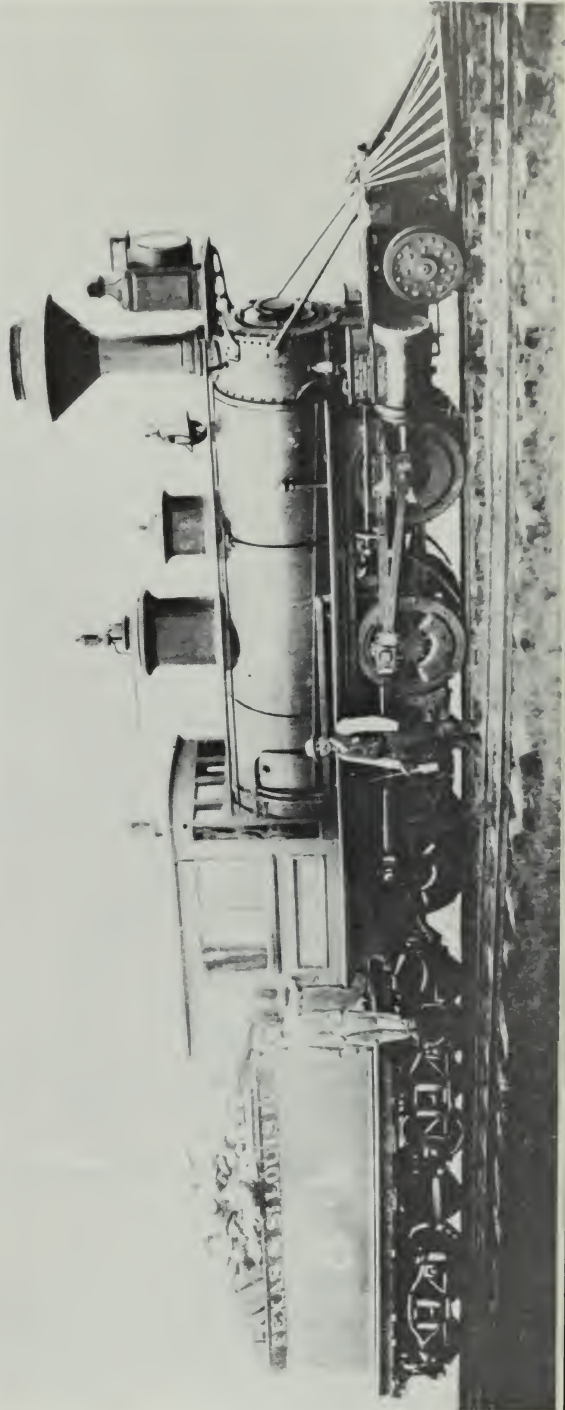
The John Krauss was the pride of the Texas & St. Louis Railway when the "yard-wide" stretched from Illinois to Texas.

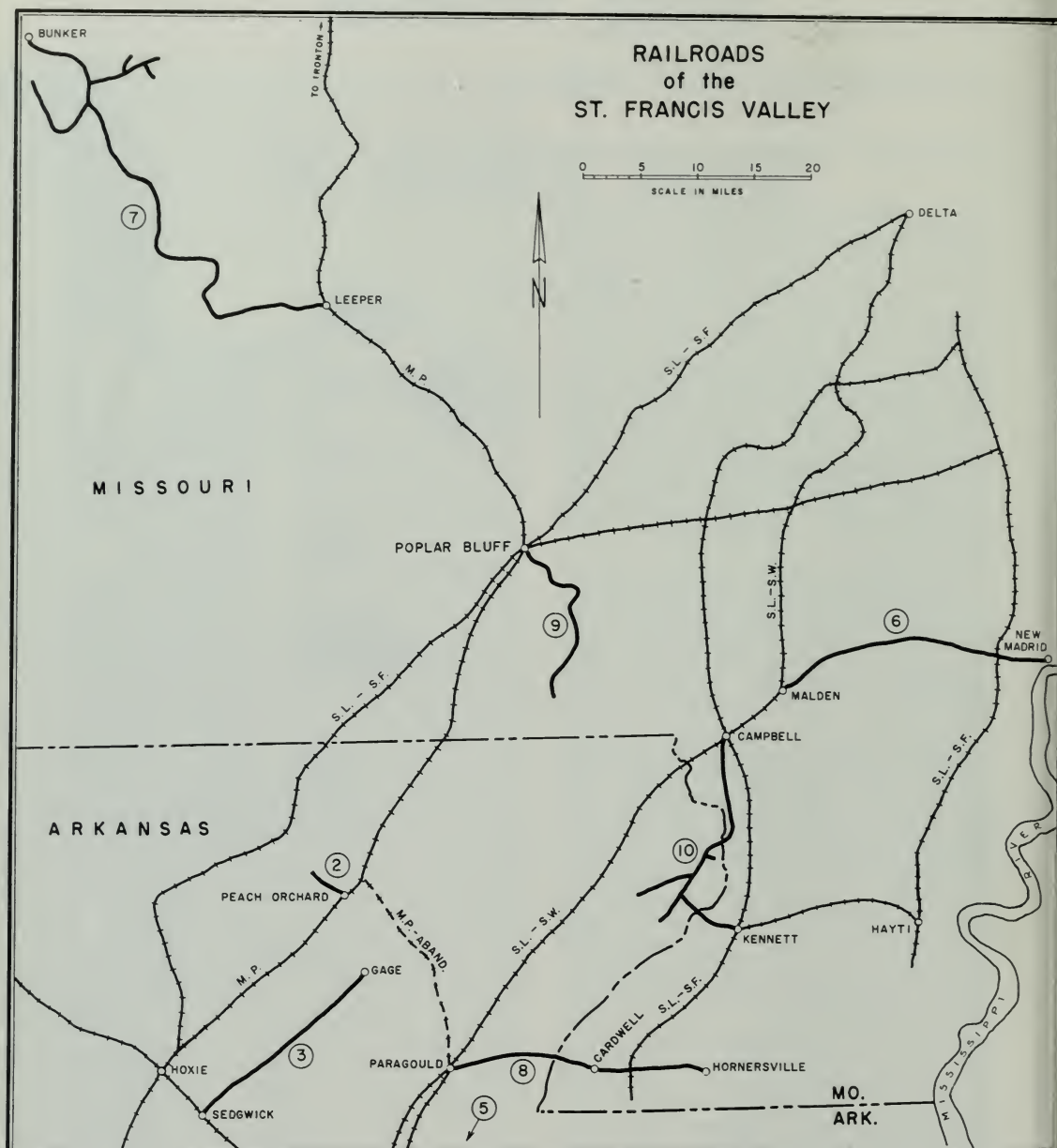
cars would be ferried across the Mississippi to interchange with the Illinois Central and the Cairo Short Line (St. Louis, Alton & Terre Haute) at Cairo, Ill. As a part of this project Paramore needed the Little River Valley & Arkansas, and finally, after some negotiation with its owners, was able to purchase the small road for \$243,000. Sixteen miles of the LRV&A were utilized for the main line of the Texas & St. Louis, while the 5.7-mile section from Paw Paw Junction (now Lilbourn), Mo., to New Madrid gave the T&StL an alternative port connection at one of the most prosperous of the bootheel river-towns.

Construction moved rapidly, using 35-pound rails imported from Wales and brought as close to the track site as possible by steamboat. By 1883 the road was completed along the 417 miles from Texarkana to Bird's Point, and the "yard-wide" was in business.

The T&StL was a big time railroad in anybody's book. By 1884 it was operating 57 locomotives, 16 passenger cars, 15 baggage, mail and express cars, 355 box cars, 12 stock cars, 191 flats and 200 coal cars on the Missouri and Arkansas portions of its line, as well as 50 service cars of various types. A heavy gantry crane was constructed at Cairo to facilitate car transfers. Cars were lifted off their three-foot trucks and transferred to standard-gauge trucks for the trip to St. Louis, Chicago and other destinations.

Financial difficulties plagued the T&StL, and it soon became apparent that if the road were to survive it would have to expand its interchange services and add traffic to the system. Therefore the painful and expensive decision was made to standard-gauge the entire line. Accordingly, on October 18, 1886 all T&StL traffic in Missouri and Arkansas came to a halt while reinforced labor gangs performed in 24 hours the remarkable feat of regauging its rails along the entire length of the line. Financial problems eventually forced the reorganization of the road, and in 1891 a new company, the St. Louis Southwestern Railway, was formed. This is the famous "Cotton Belt" of today.





F. A. W'cer

The map above was drawn for *The Bulletin* based on the map on page 8, *The JLC&E, The History of an Arkansas Railroad*, by Lee A. Dew, Arkansas State University Press, 1968; a *Map of South-east Missouri*, issued in 1910 by the Missouri Railroad and Warehouse Commission, courtesy of Missouri Pacific Lines; and *Poor's Manual of Railroads*, 1911.

The end of narrow gauge on the T&StL did not mean the end of narrow-gauge railroading in the St. Francis valley. A whole new era of short-line narrow-gauge development was just beginning. The logging industry furnished the stimulus for this resurgence because of the fact that narrow-gauge trackage, with its low initial cost and tremendous flexibility, offered the best means of gaining access to the vast areas of timber in the swamplands and on the hill-sides.

The logging industry began in a small way in the St. Francis country, with local mills built along the navigable streams or near the tracks of through railroads. Logs were cut in the area around the mills and hauled to the ripping sheds by teams of oxen or mules. Within a relatively short time, the trees within easy access of the mills were depleted and the loggers were penetrating deeper into the forests in search of the oak, hickory, walnut and cypress logs which the mills consumed. Transporting these logs was a difficult task, given the mucky nature of the surface and the frequent overflows. Cut logs, stacked on the ground, frequently sank out of sight, so special rafts (called "lizards") were built of softwood timbers to "float" the hardwood logs until they could be hauled to the mills.

Tram railroads were the answer to the loggers' transportation problem. They could be built quickly and cheaply, moved where needed, and operated at much less cost and with greater efficiency than animal power. Soon little narrow-gauge railroads began to make

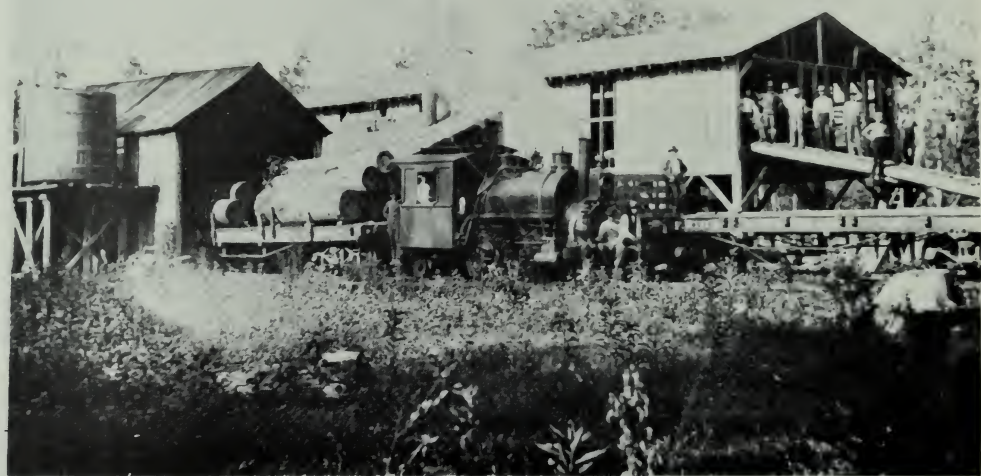
their appearance around the sawmills, running off into the forest in all directions. Some began with wooden rails spiked onto ties, others used light iron rails, while still others in the softest areas used iron rails spiked onto longitudinal timbers, which were then floated on rafts of ties placed solidly together and reinforced with pilings driven into the mud. Thus the trains of cars were really "rafted" across the mud on this wooden roadbed.

At first these tramlines were considered a part of the general operation of the lumber mills, and the costs of building and operating them were underwritten by the lumber companies. Such was the practice of the Kiech Lumber Company in Craighead County, Ark. This company operated several narrow-gauge tram railroads, either with oxen or with small tank-type steam locomotives, but never considered itself in the railroad business. Its rail operations were always secondary.

A similar operation was the tram road at Paragould, Ark., built in 1887 by a lumber mill called the Tennessee Factory Company. This concern chartered the Paragould & Buffalo Island Railway and built about ten miles of track into the timber of the St. Francis bottoms. The line was built on log "floaters" with wooden rails and boasted a steam locomotive named *Cassie* in honor of the daughter of the company's surveyor and attorney. The P&BI, however, soon went into receivership. It was then sold, and its new owners persuaded the Cotton Belt to furnish them with 35-pound rails and a three-foot

NARROW-GAUGE RAILROADS OF THE ST. FRANCIS VALLEY

Map Refer. No.	Road	Founded	Gauge	Mileage	Disposition
2	Black & Cache River	c. 1895	3' 6"	10	Merged with CV
	Brookings & Peach Orchard	1905	Unknown	3	Standard gauge 1908, abandoned c. 1920
3	Cache Valley	c. 1904	3' 6"	19	Standard gauge 1905, abandoned c. 1920
4	Campbell & St. Francis Valley	1906	3'	10	Merged with StLK&SE
5	Kiech Lumber	c. 1895	Unknown	Unknown	Abandoned by 1915
6	Little River Valley & Arkansas	1877	3' (?)	21	Merged with T&StL
7	Mill Spring, Current River & Barnesville	1883	3'	Unknown	Renamed MS
	Missouri Southern	1887	3'	54	Standard gauge 1910, abandoned c. 1930
8	Paragould & Buffalo Island	1887	3'	10	Renamed Paragould Southeastern
	Paragould Southeastern	1893	3'	10	Standard gauge 1893, merged with Cotton Belt 1914
9	Poplar Bluff & Dan River	c. 1895	3' 10"	22	Abandoned 1916
10	St. Louis, Kennett & Southeastern	1906	3' Dual 3'-4' 8 1/2" 4' 8 1/2" 3'	12	Standard gauge 1915, merged with Frisco 1950
				10	
	Texas & St. Louis	1881	3'	417	Standard gauge 1886, reorganized as Cotton Belt 1891



A narrow gauge tank locomotive operated by Kiech Lumber Co. of Nettleton, Ark., at a sawmill north of Delfore, Ark., about 1905. Photograph from L. A. Dew, *The JLC&E, The History of an Arkansas Railroad*, courtesy of the Arkansas State University Press.

gauge locomotive. In 1893 the road was renamed the Paragould & Southeastern Railway, and plans were made to build across the St. Francis into Dunklin County, Mo. Its rolling stock included a passenger coach, two box cars, eight flat cars, and two log cars. Later that year the Cotton Belt acquired a controlling interest in the P&S, and demanded that the road broaden its gauge so that it could interchange cars at Paragould. The P&S remained an independent entity until 1914, when it was officially absorbed by the parent line.

Other timber companies soon discovered that railroading could be a profitable sideline to their lumbering operations, especially if they could negotiate rate-making agreements with the big roads which carried their finished products to market. As a result, some of the narrow-gauge timber outfits in the St. Francis Valley became "tap lines", which meant that they were officially chartered as common carriers with the right to participate in published freight rates and tariffs through interchange and joint divisional agreements.

The Brookings & Peach Orchard Railroad was such a concern. It was built by the Harris Manufacturing Company at Brookings and ran for three miles to a junction with the Iron Mountain at

Peach Orchard, Ark. There is no record of the exact gauge of the B&PO, but its roster included one locomotive and four freight cars, two of which were listed as having a capacity of only five tons.

Logs were floated down the Black River to the company's mill at Brookings, and finished wood products were hauled by a daily train to the Iron Mountain interchange. For this service the B&PO received three cents per 100 pounds out of the joint rate published by the Iron Mountain for freight shipments from Brookings. The rate from Brookings for lumber shipments was one cent per 100 pounds higher than from Peach Orchard, so that the Iron Mountain was contributing two cents per hundredweight to the B&PO's revenues.

This arrangement proved so profitable for the short line that it went to the expense of standardizing its gauge in 1908. *Poor's Manual of Railroads* for 1912 lists the B&PO as having a total income of \$4,554, expenses of \$1,900, deductions and debt reduction of \$2,049, and net surplus of \$605. Such were the economics of railroading in the Arkansas backwoods in the first decade of the Twentieth Century!

The Poplar Bluff & Dan River Railway was the most unusual of the narrow-gauge lines, both because of its

The Missouri Southern Railroad's first train into the town of Ellington, Mo. Note the modifications to the tender to give added water capacity.

gauge — three feet, ten inches — and because of its profits — which amounted to \$21,622 in 1910 on a total investment of only \$50,000. This remarkable railroad operated two locomotives and 46 flat cars in the service of the Hargrove-Ruth Lumber Company.

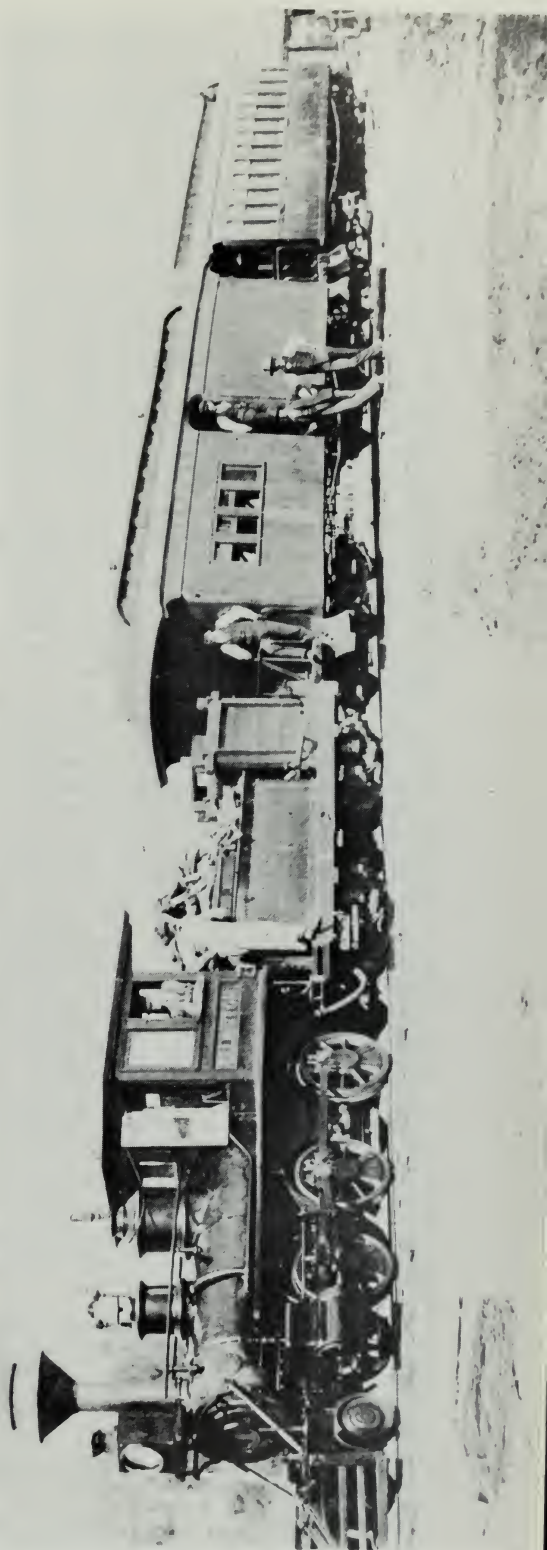
The PB&DR connected with the Iron Mountain at Poplar Bluff, Mo. and extended southward some 22 miles to Ruthville. In addition, numerous spurs were operated to cutting and loading areas. The reason the company was so profitable was the rate-making system it employed. A flat rate of one dollar per thousand feet was charged the lumber company for logs delivered to the mill, and the railroad collected four cents per hundredweight on the joint rates with the Iron Mountain from Poplar Bluff, despite the fact that the finished lumber was loaded from the mill to cars on the Iron Mountain's track.

When the Interstate Commerce Commission began a series of hearings in 1912, questioning the legality of the tap line operations, an attorney for the PB&DR sought to avoid testifying on the grounds of self-incrimination, and when finally assured by the ICC that he would not be prosecuted, readily admitted that the railroad's practices were "irregular". When the Commission ordered an end to its rate-splitting practices, the PB&DR began curtailing operations, and in 1916 it was abandoned.

No other instance has been found of a common-carrier railroad operating on three-foot, ten-inch gauge, either in the St. Francis valley or elsewhere in the United States.

The independent short lines offered the best and healthiest narrow-gauge operations in the St. Francis region. These railroads did not depend upon a single company or commodity for their survival, but, like their "broad-gauge" counterparts, offered diversified services and sought to attract on-line industries and shippers.

The Cache Valley Railroad in Arkansas was one of the earliest narrow-gauge independents. The line was chartered about 1895 as the Black & Cache River Railroad and connected with the Kansas



City, Fort Scott & Memphis Railroad (Frisco) at the sawmill town of Sedgwick, Ark. From Sedgwick the three-foot, six-inch tracks angled northeasterly some 19 miles to Gage, a lumber village deep in the swamps. The B&CR passed through a number of remote settlements and served several sawmills and cotton gins along the tracks, securing enough freight business to keep it alive. In addition, regular passenger service was offered with the line's one passenger coach, which made two scheduled round trips daily over the length of the line. Many loggers rode it to work, paying regular passenger rates, and the line served as the only means of access to the Cache River bottoms.

One locomotive, 30 flat cars and two coal cars completed the equipment roster, and the entire line was laid with steel rails of 35- and 56-pound weight, making it a rather substantial property by contemporary standards. In 1905 the management decided, under pressure from the lumber shippers, to standardize its gauge, and from that time on the railroad operated steadily in the red. It was finally abandoned in the 1920's.

The Missouri Southern was a much more elaborate enterprise. Organized in 1883 as the Mill Spring, Current River & Barnesville Railroad, it spiked its 25-pound steel rails three feet apart on its line from a junction with the Iron Mountain at Leeper, Mo. to timber cutting areas in the Ozark foothills of the Black River valley.

In 1887 the name of the line was changed to the Missouri Southern, at which time it boasted two locomotives, four platform cars, 20 box cars, and 30 other cars, principally of the log-carrying variety. By 1891, it recorded annual net earnings of \$16,206 on a total authorized investment of \$150,000.

The MS prospered as the population of the area grew, and by 1903 the line was lengthened to more than 30 miles while new 40-pound rail was laid. The equipment roster then listed six locomotives, two passenger cars, six box cars, two stock cars, three flat cars, and 102 log cars. The books also showed the cost of these improvements, with a deficit of \$4,216 reported.

The investment in improved equipment and service soon was paying dividends, however, and business boomed on the Missouri Southern. Its rails were rapidly extended to Reynolds, 44 miles distant, and by 1906 the line reported a comfortable operating balance. Eventually the MS built as far as Bunker, Mo., a total of 54 miles.

It was obvious to its directors that one of the major handicaps faced by the road was its inability to interchange

cars, so they quickly appropriated the necessary funds to broaden the gauge. This was also necessitated by deteriorating equipment. Many of its narrow-gauge locomotives and cars had been acquired second-hand, such as the Two Spot, built by H. K. Porter & Company in 1875 and obtained from the Hot Springs (Ark.) Railroad in 1889. As a result, by 1910 the entire line was broadened to four feet, eight and one-half inches, and one of the most profitable of the narrow-gauge short lines in the country was no more. It was finally abandoned in the mid-1930's.

Railroad modelers and historians would find much to interest them in the operations of the St. Louis, Kennett & Southeastern Railroad. This road began in 1906 as the Campbell & St. Francis Valley Railway, a three-foot-gauge line built and operated by the Campbell Lumber Company. It ran from Campbell, Mo., on the Cotton Belt, to a logging camp at Buckhorn, Mo. Three locomotives handled the road's two passenger cars, 12 box cars, and 86 flats over its ten miles of "main line".

In that same year the StLK&SE, which was formed to acquire the Campbell, built an extension to the Frisco tracks at Kennett, Mo., seven miles beyond Buckhorn. It also began installing longer ties along the entire line for the purpose of dual-gauging the track. By 1910, branches had been built across the St. Francis River into virgin timberlands of Clay and Greene Counties, Ark. The line now totaled some 31 miles in length, of which 19 were standard gauge and 12 were three-foot gauge. Of the standard-gauge trackage, nearly ten miles were provided with a third rail for use by narrow-gauge equipment. All-steel rail was used, weighing 20, 30, and 40 pounds to the yard. Frisco engines and cars were used on the standard gauge portions of the line, while the original narrow-gauge equipment plied the remote spurs and hauled logs and stave bolts to the mills at Kennett and Campbell.

By 1915, the road was entirely standard gauge and operated largely with Frisco equipment. Eventually, in 1927, it was leased by the Frisco and in 1950 was purchased outright by the big carrier.

During its narrow- and dual-gauge period the St. Louis, Kennett & Southeastern was a masterful example of short-line narrow-gauge railroading. Its tracks intersected the main line of the Cotton Belt at Campbell, though it did little interchanging with that road. Its main connection was at Kennett on the Frisco branch from Hayti, Mo., junction

(Please turn to Page 50)

PRESIDENT'S ANNUAL REPORT

The thirty-sixth year for the National Railway Historical Society, Inc., continued a long and unbroken pattern of growth and development. On October 31, 1971, we reached another all-time high in membership of 7,296 with 104 chapters from Florida to Alaska and Hawaii. We maintained a national growth rate of over ten per cent.

Several new chapters were chartered during the year and they are located in:

Chattahoochee Valley	— Georgia
New Orleans	— Louisiana
Pottstown	— Pennsylvania
Tampa Bay	— Florida

During the fiscal year, November 1, 1970, to October 31, 1971, we took in \$28,928.08 mainly from dues and we expended \$27,188.76. Our cash balance on October 31, 1971, was \$9,975.39. The production, printing, and distribution of six issues of our official magazine *The Bulletin* was our largest expenditure. Other costs were rent, telephone, postage, miscellaneous printing and administrative expenses.

Approximately 500 people attended our convention in Bethlehem and the Lehigh Valley Chapter Committee deserves our thanks for a very well-run convention.

The advent of the National Railroad Passenger Corporation (AMTRAK) which assumed the operation of most long-haul railroad passenger service required the close attention of your President because of its direct effect upon our Society and our chapters. Beginning almost a year ago, I embarked upon a program to develop and maintain contacts with AMTRAK. These contacts have, I think, been valuable and I can report that NRHS is recognized and respected by the management of AMTRAK. They have many problems and because we still want to run excursions, their problems can and do have a direct effect on NRHS. Without passing any judgments or becoming involved in controversy over AMTRAK, suffice to say we definitely need their cooperation.

It is notable that the first excursion operated by AMTRAK was sponsored in May, 1971, by our Old Dominion Chapter. As a service to our chapters, we obtained 1500 copies of the first AMTRAK schedule issued May 1, 1971, and ten copies were mailed to each chapter for information. These were hard to get in such quantity and I am advised that they are now collectors' items, so it would seem that it was worth the effort.

A tour was sponsored by the Society to Finland in June, 1971, and credit for this goes entirely to Vice President V. Allan Vaughn and his associate, R. M. Billings. In addition to providing our members who made this trip with an enjoyable vacation, the Society's image and contacts with European railroads and fellow organizations were enhanced.

Al Vaughn and Dick Billings followed this up in October with a weekend cruise on the *Delta Queen* which was reported as "sold out". These two successful tours required considerable time and attention, but the Society received quite a bit of publicity.

Problems have beset our publication for several years. They have been complex and not given to a single easy solution. Our staff, as well as your President, has been well aware of the situation and we have been working on it. I am happy to report that the results of our efforts are now apparent. Publication delays have been minimized, costs lowered, and coordination improved. All in all, it has taken a lot of time and hard work, but I think I can safely say the worst is behind us. Our capable staff is constantly striving for improvement in quality and its thankless job should be recognized and appreciated.

Various ideas for establishing a permanent home for the Library of American Transportation have been under study and the time will soon be at hand to make some hard decisions on a capital program. Because of space limitations, we have been forced to be selective in accepting books, but we nevertheless did make some important acquisitions this year. The Film Library added new material during the year and Chairman Harry P. Dodge reports that more chapters are making use of this programming service.

I regret to report that our Vice President and Secretary, Harold M. Caulkins, suffered an illness in December, 1970, which left him incapacitated through 1971. His recovery has been consistent, though slow, and I sincerely hope that he will make rapid progress next year. In order to carry on his functions, Mr. Gerald Hott, President, Rochester Chapter, temporarily took over some of his work. In September, Mr. Robert Hasek assumed the duty of maintaining the Chapter Officer Directory and Mr. Harold Ahlstrom assumed the duties of Secretary — relieving Mr. Caulkins who was placed on sick leave.

During the year, I attended many chapter meetings and numerous railroad industry functions as the Society's representative. I have enjoyed whole-hearted cooperation from my fellow officers without which I could not have reported the continued growth and progress of our Society. We have many problems facing us, but as far back as I can remember we have always had our share of difficulties. If we pull together in a constructive way, I am sure our future is assured.

E. L. PARDEE, President

SUSIE NEVER LEFT THE ISLAND

A Brief History of the Galveston & Western Railroad

W. Maury Darst

The Galveston & Western Railroad was like hundreds of other short-lines in the United States, but G&W — known from the start as the "Little Susie" — had more troubles than trackage in its abbreviated lifetime.

According to its promoters, the G&W was destined to become a major transportation link between Galveston, Texas, the tropical Rio Grande valley, and Mexico. It failed even to get beyond Galveston Island, yet succeeded in provoking more litigation than many other roads far bigger than itself.

The Susie, when chartered in 1875, was formally titled the Galveston, Brazos & Colorado Narrow Gauge Railway Company. It began life shortly after the Panic of 1873 and was to have its headquarters and main terminal in the prosperous port city of Galveston. The proposed route of the line was along the south shore of Galveston Island, across the Brazos River at Freeport, through Corpus Christi and the Rio Grande valley.

The citizens of Galveston were captivated by this ambitious scheme and gave the company a franchise to lay tracks along city streets. Thirteen miles were promptly constructed as far as Lafitte, a local pleasure spot. The first engine received by the road was a double-ended switch engine named for the daughter of Galveston's mayor, C. W. Hurley. From that time on the railroad took the name of its first engine and continued to be known as the Little Susie for the rest of its days.

Instead of fulfilling the grandiose plans of its sponsors, the line remained a narrow-gauge railroad consisting of

13 miles of track, three steam locomotives and several flat cars upon which benches were mounted for passenger service. Two hopper cars were also listed on the equipment roster for carrying sand to fill low-lying areas of the city.

In 1881 the road was taken over by the Palmer-Sullivan syndicate and promotional literature stated the Galveston link was to "become the American outlet for a large system which was building toward Mexico." However, not a single rail was added to the Susie under Palmer-Sullivan control.

A group of Galvestonians, including William Lewis Moody, Sr., Colonel Walter Gresham, Julius Runge, and H. A. Landes, chartered the Galveston & Western Railroad Company on December 9, 1884. Chief engineer was J. H. Burnett, a veteran of two wars who was credited with building portions of the Santa Fe and St. Louis Southwestern Railways.

The "new" G&W obtained confirmation of prior franchise rights to use city thoroughfares and plans were announced to extend the line. A number of citizens residing along the route became convinced that no real effort would be made to extend the road off the island and began to oppose any change in its franchise. The entire affair became, as one observer reported, "a political football."

The railroad probably reached its zenith in June, 1886, during a 12-day semi-centennial of the founding of the City of Galveston. The celebration took the form of military maneuvers, political speeches, carnival attractions and spe-

This stylized map of Galveston by artist Don Davis shows the route of the Galveston and Western and some notable stops along its right-of-way. There are no known photographs of G&W rolling stock or facilities.

cial excursion trips on the railroad. Trains were operated to the drill site, named Camp Magruder in honor of Confederate General George B. Magruder, every half-hour during the day. An advertisement appearing in the Galveston *Tribune* called attention to this service:

"Interstate Drill Schedule, August 5 to 10 inclusive. Weekdays, trains leave Ninth and Market, 7:30 a.m. and 12; leave Centre and Avenue N, 7 and 7:45 a.m. and thereafter every 20 minutes. Return tickets 10¢ to be had at Mason's and Phillips' bookstores; Centre Street, Bath Avenue and Round house. Fares paid on train 10¢ each way, 1,000 people can be comfortably seated on each train.

"Trains leaving Ninth and Market Street will stop at every street corner crossing. Trains leaving Centre Street will stop at Bath Avenue, Twenty-seventh Street and Round house.

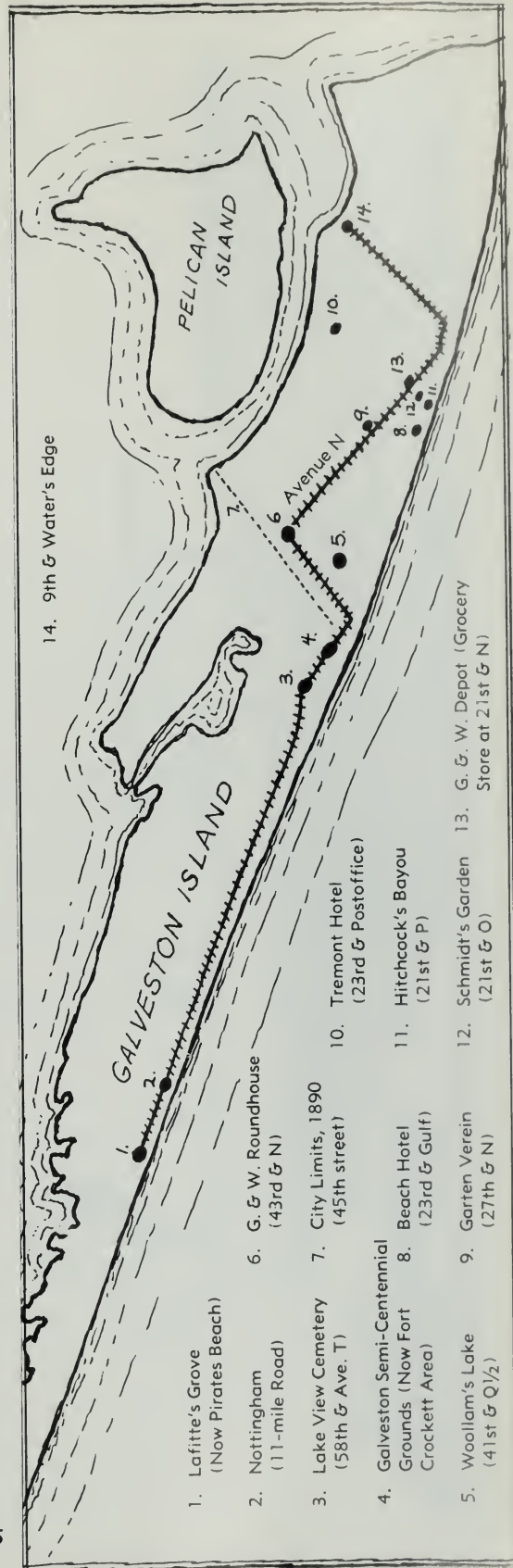
"On Sundays, trains leave Ninth and Market Street at 10 a.m., 1, 2:30, 4, 5:30 and 7 p.m. All Sunday trains run through to Lafitte and stop everywhere. Return tickets 25¢.

C. A. Morrison,
general superintendent.

W. R. Chisolm,
assistant superintendent."

When construction began on the present seawall and protective works along the Gulf shore following the disastrous hurricane in 1900, much of the Susie's trackage was along the proposed seawall route. When the railroad sought to obtain another route for its tracks, city officials refused to authorize a new right-of-way. They also passed a hastily-prepared ordinance that prevented the G&W from using "any portions of its streets" to get to railroad property that had been acquired in the city's west end.

This gap brought Susie into the local district court. On September 22, 1904, the road filed a \$200,000 damage suit against the City of Galveston, charging that its tracks had been severed during construction of the seawall. The railroad agreed to drop the action if a new right-of-way were granted. The suit, however, dragged on in the courts for more than 19 years until, with most of the G&W's directors dead and its line buried under sand, the matter was finally dropped.



This drawing by Don Davis is a reproduction of a narrow-gauge locomotive allegedly used by the Galveston and Western Railroad, a 13-mile line which ran across the city of Galveston, Texas from 1875 to 1923. From available records, this engine was a 4-4-0 built by the Baldwin Locomotive Works in Philadelphia in 1864. Who owned the equipment before it arrived in Galveston, or when the locomotive was purchased, is not known. Judging from pictures in *Yonder Comes the Train*, a pictorial study of steam locomotives by Lance Phillips, this engine was a narrow-gauge version of Baldwin's 300-series.

On July 30, 1909, U.S. Congressman Walter Gresham, one of the G&W owners, announced the Susie would be used in constructing barracks at Fort Crockett, a military reservation on Galveston Island. The line also declared that \$50,000 would be used to acquire new equipment and that improvements would be made to its right-of-way.

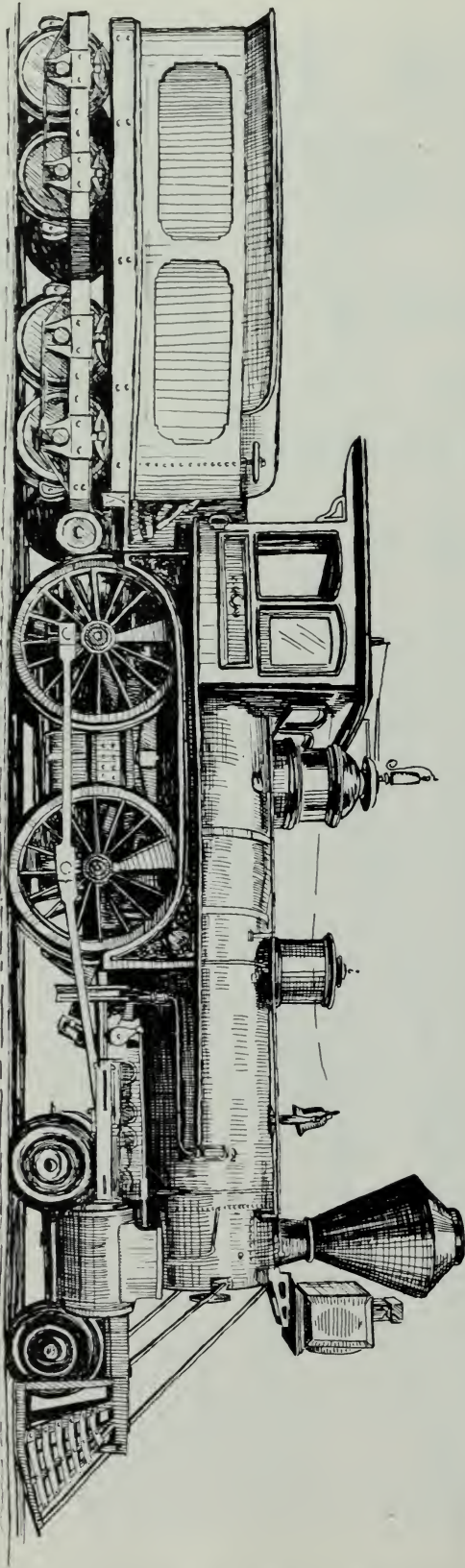
Instead, the railroad ran into further difficulty with the Galveston Electric Company, operators of the city's streetcars, over intersections where the two competitors met. The dispute went unsettled until the G&W ceased to exist.

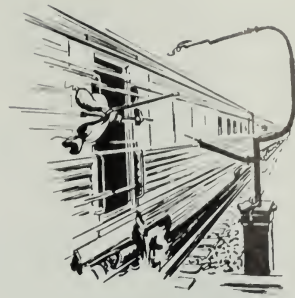
In 1923 there were only four miles of operable track remaining on the G&W's right-of-way. This stretch was purchased by the Gulf, Colorado & Santa Fe Railway for use in serving an industrial district. Standard gauge replaced the narrow. The spur continued in service until the district was abandoned and Santa Fe took up the remaining track.

The Susie never progressed to the point where it owned a freight or passenger depot. Its chief stopping place was a grocery store located in the downtown area. Outside the city limits the road laid its track where permission could be obtained and consequently it consisted of more curves than straight line. Derailments were frequent and at one time it was alleged — without foundation — that a larger number of passengers had been killed per mile on the G&W than on any other road in the United States. Collisions with drays were frequent and pedestrians were warned to be cautious when crossing the right-of-way.

Only one industry, a lace mill, was actually served by the Susie. Located at Nottingham, a community of stores and residences clustered around the large brick building, it was about 12 miles west of Galveston and one mile from the end of the line. Elaborate ceremonies were held on January 14, 1892 when the cornerstone was laid for

(Continued on Page 50)





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| 1961 4th qr | Burlington, Lehigh Valley, West Virginia Steam, LVT |
| 1963 3rd qr | Motor Trains, Steam in Bayous, Vienna Rapid Transit, Electric Line List |
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PROCEDURE FOR ORDERING BACK ISSUES

1. Price: Members, 50 cents per copy, minimum order 2 copies. Non-members, \$1.00 per copy, 6 issues for \$5.00. All are sent postpaid.
2. Advise year and issue desired. Many are in very short supply. All orders MUST indicate second and third choices of an equal number of issues.
3. Include zip number. This is necessary to comply with post office regulations.
4. Enclose remittance payable to National Railway Historical Society and mail to the address below. Allow three weeks for delivery.

WILLARD H. HART
111 Marlboro Road, Upper Darby, Pa. 19082

FINLANDIA

V. Allan Vaughn

From the moment we climbed aboard our huge 747 jetliner in New York, it was destined that the 1971 NRHS excursion to Scandinavia was to be a real adventure.

There were "firsts" at every hand: We were the first rail historical group to travel the length of Finland by rail; the first photo runs ever made on two museum steam lines passed before our cameras; we were the first group to cross the Arctic Circle by rail; the first rail group allowed to handle and examine museum displays at each location; the first rail group to explore without guides the repair facilities in Copenhagen, Tampere, Oulu, Helsinki; the first group of any kind in five years to ride a 1918 museum-owned tram and trailer through the streets of Helsinki.

We journeyed in all manner of railway equipment — coach, compartment coach, sleeper, wooden-bench open-air, steel and wooden trams (single and double-truck) — propelled by steam, diesel, diesel-electric, battery, electric, incline cable.

The welcome given our group at every station, junction, shop, museum, and car barn was warm and friendly. Our curiosity was well rewarded with replies, even though several occasions called for translation on the part of our guides. The heartiest greetings came in the nation where we expected to have the greatest language and operating problems — Finland. After examining the trolley museum and the unexpected treat of a tram ride through the streets of Helsinki, our host expressed regret that the museum as yet had no brochure or printed sheet to give us. He thought for a moment, opened the vault behind the display, and handed each of us a World War II commuter pass for the street railway as a remembrance of our visit.

One of our biggest concerns was the apparent lack of steam in Finland; we had been advised just weeks before the trip that the only steam still in service anywhere in the country was in the eastern sector and that woodburners and conventional coal burners were stored in the west for emergency use only. As we neared Oulu, we observed a number of steamers lined up at yards and engine terminals, all with tender loads of wood but very much cold and dead. But later, after breakfast at our hotel, we boarded a bus and headed for the railway yard, and what did we see? Four steamers very much alive, including an O-10-OT, waiting to perform especially for the NRHS. One of them was switching the hump yard, no less! We don't know what the crews thought about the Finnish State Railways giving their spotless diesel yard goats a rest for the trick, but we know what we thought about those wonderful people back in Helsinki!

All of the equipment we rode and inspected in Scandinavia was spotless; maintenance is a science and a necessity in the rugged wilderness areas of these four countries. The sleeping cars featured all-wood-interior double bedrooms with chrome added only where it was needed for strength — and a top window which opened for photo taking!

The museum displays, particularly the large-scale models, were breathtaking in their detail. The historical pride each country takes in its rail heritage is obvious throughout Scandinavia, from the heaviest locomotive down to cap badges, uniforms, and printed matter. We had several U.S. museum people among our passengers and they were deeply impressed by what they saw in each building, on every outdoor track.

The scenery is a book in itself — you cannot describe a fjord or a mirror reflection on a lake, the sun shining at 2 a.m., clouds forming along the track at the top of Norway, the immaculate countryside and flowers everywhere you look. Waterfalls drop a thousand feet, coastal villages nestle in the rock, open air markets are laden with fresh blueberries and strawberries. The camera records but only the eye can see.

Food? I recall a smorgasbord at Stahlheim, Norway which boasted 110 main dishes and desserts. Breakfast was a new adventure. Halibut and salmon became a way of life, along with deliciously prepared foods of all kinds.

It was a happy — and well-fed — group which returned to reality at JFK Airport, after two unforgettable weeks with the railroads of Scandinavia.

AUTHOR'S NOTE: It will be a tough act to follow, but plans are being concluded for a 1972 junket to Wales, Scotland, The Netherlands, and a week-long cruise on the Rhine River. If you would like to be placed on the mailing list for the 1972 excursion information, please drop a note to Vice President Vaughn, whose address appears on page 4 of *THE BULLETIN*. Because of the restricted nature of these trips, it is not practical to send individual mailings to the entire NRHS membership of 7,000, although every chapter director will receive complete information which he can share with members and publish in the local newsletter. Your name on the mailing list will assure you of receiving full details.



V. Allan Vaughn

Upper left, tour passengers boarding the reserved car of a motor train at Helsinki for the first leg of the journey to Tampere. Lower left, double-headed tank engines perform for the cameras at Sorumsand, Norway. The Tertittinen Railway is a .075 meter gauge line. Above, thanks to Hans Groner, FINLANDIA passengers ride through the rush-hour traffic in Oslo in this 1912 wooden trailer car. The tram is normally on display in an Oslo museum.

THE LEGACY OF BILL HAMILTON

William P. Hamilton III was one of the founders and the first President of the National Railway Historical Society. Bill, as he was known to all his friends, was one of the earlier photographers of transit activities. His interest covered both the streetcar and interurban systems in their twilight years and the earliest bus systems. This period covered the late 1920's and the early 1930's. Having lived in Brooklyn, New York, during this time, it was natural that systems in the eastern part of the country would be heavily represented.

In pursuing this interest, he acquired a large collection of photographic negatives covering these years. Prior to his death, he had arranged that the collection remain intact and be made available to the research worker in transportation history. Having lived in St. Louis since 1948 and being interested in the Museum of Transportation, it was natural that it should be selected as custodian. The Museum will arrange for security, cataloging and the dissemination of prints from these negatives.

Before the collection was transferred, Margaret Hamilton, his wife, arranged for *THE BULLETIN* to secure a sample set of selected pictures from this collection. Some of these are reproduced in grateful acknowledgment of Bill's legacy.

To Mrs. Hamilton, who has taken a personal interest in the arrangements, we extend a sincere appreciation.

G.V.A.





Big Red Car Rumbling Across the Trestle, at left. Such a sight and sound should quicken the pulse of any railfan photographer! Enroute from Philadelphia to the Eighth and Hamilton Streets terminus in Allentown of the Lehigh Valley Transit Company's fabled Liberty Bell Route, heavy interurban Car No. 700 crossed the South Allentown viaduct in early 1937. There were twelve cars in this group built in 1916 by the Southern Car Company (Perley Thomas) of High Point, North Carolina. They were equipped to multiple both with each other and the older 800 series cars. The 700's were mounted on Brill 27MCB2X trucks similar to those under the Philadelphia Suburban's heavyweight center entrance cars. In the process of conversion to one man operation, the original center doorway on No. 700 was closed. Above, Type 5 with a Pennsylvania Dutch Accent? Emphatically "Ja!" The Reading (Pa.) Transit & Light Company had thirteen cars whose body design was identical with the familiar Boston Type 5. In fact two of the Reading cars, 801 and 802, were built by Brill in 1922 as part of an order for the Boston Elevated Railway. During the next four years, the company built nine more of these cars, of which 812 was one, in their own shops, and then ordered two more from Brill in 1926. No. 810 in the left background was one of the latter pair from Brill. The entire series was equipped with Brill 77E trucks as compared with the Standard C35P trucks which graced the Boston version of this distinctive car. When this photo was taken, cars 812 and 810 were passing on Penn Street at Fifth in downtown Reading. Below, Reading Transit & Light No. 73 changing ends at the 19th and Cotton Streets terminus of Route 5. This company had a large fleet of eleven window, deck roof semi convertible cars, most of which were built by Brill between 1901 and 1911 and mounted on the then ubiquitous 27G truck. Car No. 73, built in 1910 and pictured here, was one of the few exceptions. It rode instead on Brill 39E "maximum traction" trucks. At the time of this photo, presumably in the late 20's or early 30's, No. 73 sported the company's crimson and cream livery and also the folding doors and steps which it received during one of several modernizations.





Above, Fairmount Park Transit Company No. 1 at the 44th and Parkside terminus in West Philadelphia. Better known for its fleet of open summer cars, the FPT Co. had ten closed cars which were built by Brill in 1896 along with the fifty open cars — twenty motors and thirty trailers. Equipped with Brill 27B trucks, all of the FPT cars were unique among American cars of their time in that instead of the usual air brakes, they employed dynamic braking and the hand brake to bring the car or train to a full stop. During the years immediately prior to the line's demise in 1946, No. 1 was one of several cars which yielded their parts to keep the others running. In this view, though, she looks resplendent in the dark red livery with gold striping and mahogany sash and doors. Below, Near-Side in South Philadelphia. While the date of this photo is unknown, it presumably was taken in the early 1930's. Car No. 7196 was one of the 340 Philadelphia Near-Side cars which never received the center exit. Beginning in the early 1920's, after installing the center exit doors in the other 1160 cars of the series, the Philadelphia Rapid Transit Company under Thomas E. Mitten proceeded to equip 260 of the remainder with pneumatic front doors and one man safety controls for service on lightly travelled routes. These cars served out their last days on three short crosstown lines in South Philadelphia of which Route 29, Tasker and Morris Streets, was one. By 1936 these cars had been withdrawn and replaced with the Center-Exit-One-Man version which also ended their years of service in 1955 on another of these South Philadelphia routes. Some of the PRT's destination signs were not very explicit, leaving much to be assumed by the intending rider. In this case "Water" meant Water and Morris Streets, just inland from the Delaware River waterfront. On that long ago summer afternoon, the motorman of "number 3 block on 29 route" was apparently engaged in conversation with the boys perched on the PRT sand and equipment box on Morris Street near 28th, the west end of the line.





Above, PRT Birney in Delaware County. In 1919 the Philadelphia Rapid Transit Company acquired thirty-five single truck Birney cars, 1000-1034, for its Folsom Division which included the former Media, Middletown, Aston & Chester Electric Railway. These cars in addition to five others leased from the City of Philadelphia were also used on several short routes in the city where they were known more or less affectionately as "dinkies", in contrast to the hundreds of big, double truck cars which towered over them. Out in the wilds of Delaware County, however, where they bobbed over bridges, through the woods, and alongside the roads, the little orange cars were on their own. Somewhere between Folsom and Media, at a turn-out on Route 71, Car No. 1019 paused on a typical, semi overcast winter day for Photographer Hamilton. Below, early Philadelphia PCC in original colors. Prior to departure for Front and Chestnut Streets in downtown Philadelphia, Car No. 2567 posed at the 61st and Pine Streets terminus of Route 42 in West Philadelphia sometime in the early 1940's. Between 1938 and 1948, the Philadelphia Transportation Company purchased 470 PCC cars. The one man cars were numbered from 2000, and those intended for two man operation were numbered from 2500. Thus No. 2567 was one of the first order of two man cars delivered in December 1940 and January 1941. These early PCC's sported a startling livery which featured metallic silver sides, ends and roof; cream window panels; and maroon and blue striping. Subsequent cars were delivered with the more familiar green on the sides and ends.





Dismantling the overhead with an impromptu line car. Car No. 8 of the Allentown and Reading Traction Company was one of four Brill 28-foot, semi convertibles purchased second hand from the Philadelphia Rapid Transit Company in the mid 1920's. Allentown and Reading Traction was one of the smaller operations in the Allentown, Pa. area whose line meandered through the countryside between its namesake cities serving such intermediate points as Trexlertown, Kutztown, Fleetwood, and Dorney Park on the outskirts of Allentown which still survives as an amusement park. Final abandonment of trolley operations took place in March 1936. Mr. Hamilton was on the scene shortly thereafter to record the line crew performing their sad task along Cedar Creek near Allentown.

Robert R. Most

One of the Society's newest units — Tampa Bay — had as one of its first projects, the painting of ex ACL 4-6-0 No. 250. The project was completed on October 30, 1971. Those involved in the painting included members Russ Schwartz, Bill Lenoir, Evan Earle, Al White, Bill Richardson, Bob Warren and Rudy Becker. No. 250 is the last of 10 "Copper Head" K-14 engines built in 1910.



RAILS NORTH

PGE Reaches Fort Nelson

Ed Immel

On September 10, 1971, Premier W. A. C. Bennett of British Columbia held a gold spike as it was driven home by a spiking machine to mark the arrival of the Pacific Great Eastern Railway in Fort Nelson, B.C.

The Fort Nelson extension marks almost 22 years of continual expansion for the PGE, which in 1949 ran from "nowhere" — Squamish, B.C. — to "nowhere" — Quesnel, B.C. In that year some 80 additional miles were constructed from Quesnel to Prince George where a connection was established with the outside world through the Canadian National. In 1956 the rails were extended from Squamish to North Vancouver, and the PGE began to run from "somewhere" to "somewhere".

Two years later track was laid into the Peace River Country from Prince George to Chetwynd, at which point the line split with one leg pushing as far as Dawson Creek (61 miles) and the other to Fort St. John (69 miles). A 23-mile spur to Mackenzie from Kennedy (100 miles north of Prince George) and a 75-mile branch from Odell to Fort St. James marked the latest construction before the Fort Nelson opening.

Premier Bennett has long recognized the need for these extensions in order to develop the northern half of this huge province (California, Oregon and Washington could fit inside it!). As a result the PGE has probably built more new line in the past 20 years than any other railroad in North America. The construction has not stopped. Work is now underway on a 420-mile extension to Dease Lake in the far Northwest, and Premier Bennett hints at further expansion to Fort Simpson, west of Fort Nelson, and to the Yukon.

The line to Fort Nelson was started in February, 1969 and two years, eight months later the last rail was laid. Scores of contractors and over 300 PGE men were involved in actual construction. It also took 14 locomotives and 486 freight cars assigned to the construction crews to carry the material used in laying track. The crews put down an average of nearly two miles of track a day and by September 10 had laid 37,400 tons of 85-pound rail. The track work never stopped though temperatures ranged from the 90's during the summer to below zero in winter.

What does one see on the new 250-mile extension? Mostly trees! The line starts out from busy Fort St. John and runs northward through rolling country for 75 miles before crossing its first bridge at the Blueberry River. From there it extends almost due north to Beaton River where test drillings for oil show a promise of future carloadings. The railroad then climbs the Milligan Hills to an elevation of 3,000 feet and continues along the northern slope of Cutah Creek to the Sikanni Chief River. To the east lies a huge area of muskeg which will be transformed into agricultural land through a drainage program soon to be undertaken.

The track proceeds along the east bank of the Sikanni until it meets the Fontas River, which in turn becomes the Fort Nelson River. (Four Indian families living at this location mark the first sign of human life since Beaton, 85 miles to the south.) Rails continue along the north bank of the Fort Nelson River to Fort Nelson where they cross the river on a 727-foot bridge, longest of seven on the new line.

You might ask why anyone would spend \$48 million to serve an area where four Indian families living in one place is considered noteworthy. The answer clearly lies in future economic expansion that comes with the rails. This has been the case ever since the Provincially-owned road pushed steel north from Quesnel. The area is rich in natural resources; outgoing shipments of lumber, pulp logs, wood chips, copper concentrates and asbestos will soon join an ever-



Ed Immel

Above, Premier W. A. C. Bennett poses for the press in the cab of the first revenue train to head south from Fort Nelson. Below, three units on the head of the first train into the new northern terminus. Details of the varied consist are given on the opposite page.



**CONSIST OF FIRST TRAIN OVER FORT NELSON EXTENSION
SEPTEMBER 10, 1971**

Initials	Name/Number	Description
PGE	630	MLW diesel-electric locomotives
PGE	615	
PGE	627	
PGE	730	
CN	Northwind	Power car
CN	15205	Sleeping car
CN	1344	Heater car
CN	Val Cartier	Diner
CN	Val Alain	Sleeping car
UP	114	Sleeping car
CPR	Van Horne	Business car, converted heavyweight
CPR	Assinaboine	Business car, heavyweight
CN	24	Business car, heavyweight
CN	Bonaventure	Business car, lightweight
BN	A4	Business car, lightweight
PGE	A7 Caribou	Business car, heavyweight, ex GN
PGE	A6 Northern Summit	Business car, heavyweight

growing stream of carloadings moving over the PGE. In 1970 the company handled more than 100,000 cars for the first time in its history and 1971 should see that figure climb even higher.

The September 10 ceremonies at Fort Nelson were the biggest celebration ever to hit that town. A business-car special from North Vancouver was on hand along with a special RDC train from Fort St. John which brought in visitors and the Fort St. John Community Band.

Behind the ceremonies lay many hours of hard labor. Two weeks before, track construction had stopped ten miles south of town as heavy rains coupled with the spongy ground made further progress almost impossible. Bulldozers and track would disappear into the soupy ground. Loads of rock had to be hauled in until the soft spot was filled. The railroad finally entered Fort St. John on Wednesday morning with only two days to lay a four-track yard and a wye big enough to contain 15 passenger cars and three locomotives!

The special train carrying the Premier's party was delayed when a group of Indians piled logs on the track and demanded that the PGE pay them the money promised for allowing construction over six miles of their reservation. The problem was partially resolved and the Indians allowed the special to continue on its way, although a picket line was set up on each side of the train with banners calling for better treatment of Indians and payment of PGE's debts.

A crowd of over a thousand persons was on hand to hear the opening speeches and enjoy the free barbeque. Premier Bennett praised the workers for their efforts and alluded to the possibilities of extensions to the Yukon and on to Alaska. Track crews then finished laying the last two lengths of rail and the Premier held the gold spike that was driven home to mark completion.

Premier Bennett, who doubles as PGE president, was then made an honorary member of the Brotherhood of Locomotive Engineers, climbed to the cab of locomotive 624 and started the first revenue train south. All this was accompanied by the cheers of local citizens and invited guests.

Nevertheless, track gangs did not get the rest of the day off but continued to lay yard tracks and industrial sidings around the terminal. After the work on this line is finished, crews will be shifted to the Dease Lake project which is scheduled for completion in 1974.

Yet to be announced are passenger schedules on the Fort Nelson line, which will be provided by two recently-purchased day coaches outfitted with heaters for mixed train service. Since the extension lies miles away from the Alaska Highway this service may have to be provided until road construction catches up with economic development along the route.

Premier Bennett also announced that in the next session of the Provincial Parliament a bill would be introduced to change the name of PGE to the British Columbia Railway, which would be more in keeping with its new role in developing the northern sector of the Province. Ordinarily such a change would bring cries of protest from those who have known the railway for many years, but so far little opposition has emerged. Writers for the B.C. newspapers, however, may find it more difficult — for several reasons — to poke fun at the "Province's Greatest Expense!"

EDITOR'S NOTE: The Bulletin wishes to thank the Pacific Great Eastern Railway for inviting a representative of NRHS to attend and report on the opening of its newest line. NRHS was the only rail enthusiast organization to be officially invited to join in opening ceremonies.

“DOWN UNDER” WITH ARA

Staff Photographer Mesrobian's

Record of a Visit to Australia

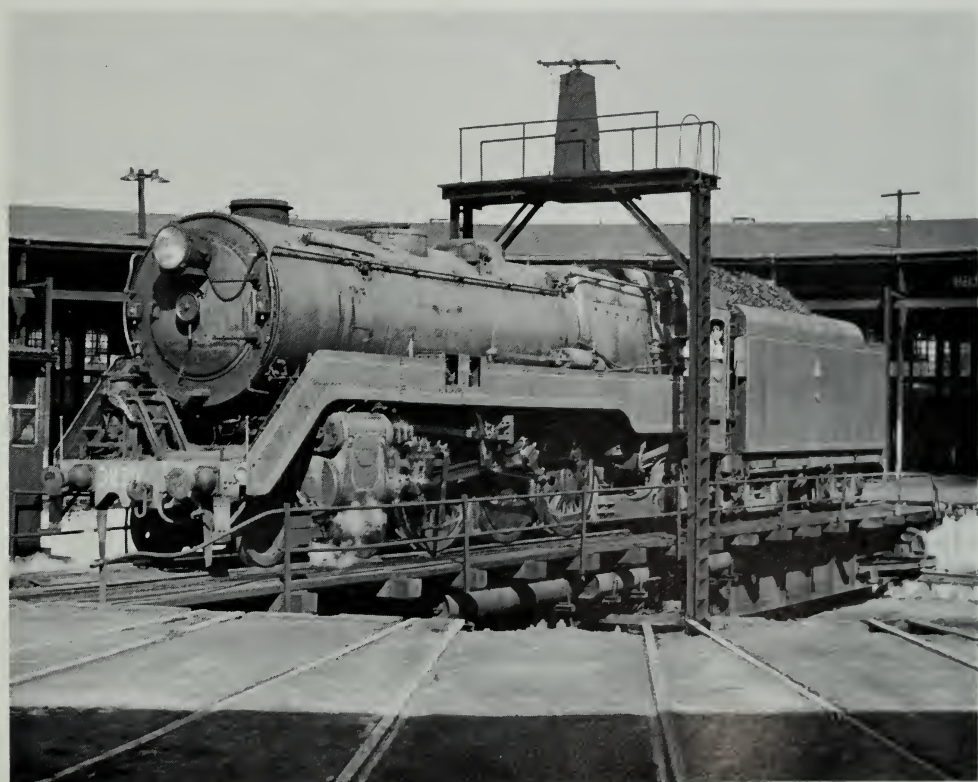


Above, Essendon Aerodrome, Melbourne, Victoria, Australia, March 20, 1967. Where else can you take a street car to the airport? Upper right, Queensland Railway local freight on a grey, overcast day heading northeast for Mt. Morgan and Rockhampton, March 12, 1967. This Garratt locomotive was one of a handful left in service in Queensland at that time. One out-of-service Garratt may be seen at left being towed after having broken down on the line. Lower right, southbound coal train at Niagara Park, New South Wales, March 17, 1967.





Above, New Zealand Government Railways eastbound steam-powered freight has taken the siding for the westbound diesel. Note the size of the 4-8-2! The 3'-6" gauge is not apparent from the size of the locomotive. The picture was taken at Metumaoho, 18 miles east of Frankten engine depot, North Island, April 4, 1967. Upper right, one-of-a-kind 3801, painted green, photographed at Rozelle Yards, Sydney, N.S.W., March 18, 1967. Lower right, Enfield depot, Sydney, March 16, 1967. The color is Southern Railway green.





Above, an American-built, single-truck Birney car is shown leaving suburban Eaglehawk for downtown Bendigo, Victoria, March 22, 1967. Except for left-hand operation and late-model automobiles, this photo could have been taken in a small town in our midwest many years ago. This line was still running in 1971. Below, a car proceeding north from suburban Sebastopol to the center of Ballarat and thence to the north side of town, Ballarat, Victoria. *Modern Tramway* has reported the closure date for this line as September 19, 1971. Upper right, a car that serves Essendon Aerodrome, Melbourne. Note the left-hand operation, palm trees and ornate bracket arms. Lower right, Wellington Tramway Museum at Queen Elizabeth Park near Paekakariki, North Island, about 25 miles north of Wellington. Open field at right was used by a U.S. Marine division during World War II, prior to the Guadalcanal landings.





Masters of Their Craft on the *Empire State Express*

As a final test I applied to the New York Central Railroad for permission to ride with the best engineer they had. The superintendent named three of the men who run the *Empire State Express*, giving me leave to ride up to Albany in the day time with one, down at night with another. I called on these three men before I made my choice. There was no choice, and it was almost enough simply to see them. The popular notion of a locomotive engineer is of a nerve-racked man who spends half his time under a fearful strain, cool, but aware of great danger, with one hand pulling open the throttle to the last notch, the other on the reverse lever, ready to back her, and, with a word to his fireman to jump, himself to stick to his post. If this were so, then all I had been seeing elsewhere was exceptional. Well, it isn't so. These men were all very much alike; at bottom they were of one type. Slow of speech, composed in mind and body; intelligent, but not keen; ready, but not especially alert; they talked quietly, sensibly about their business. They don't know what "nerves" are, apparently. I found two at home on their "off day," and one was lying down, the other sitting idly, and it was plain they could rest; they could lie still, sit still, stand still. In other words, they had the repose I had noticed in other master craftsmen.

There is more true quietude in a locomotive cab than there is in the office of many an active bank president, much more than in a drawing-room, vastly more than in a Pullman dining-car. The engineer climbed into the cab about a minute before starting time, set away his oil can, wiped his hands carefully on a bunch of waste and took his place. "Arright," said the fireman, as he pulled his head in from his window. The engineer set his reverse and pulled the throttle a bit, and we started so gently you could hardly feel it. There was no slipping of the driver on the track, nor a pound too much steam turned into the cylinder. The train got under headway evenly. Slowly we rolled down the yard among the switches and ran into the tunnel. Both the fireman and the engineer kept their eyes out here, but this

vigilance was not the fixed sort you read about. It was that which a good driver gives the road ahead — sure, known, steady (and, by the way, the smoke and gases which trouble passengers when a car isn't tight, are not noticeable on an engine; they pass overhead). Out under the clear sky the train moved faster, at about twenty-five miles an hour, till it turned off out of the yard switches; then, "We're off," said the fireman, and the engineer pulled the throttle a little wider. Out on the Hudson River full speed is made. Setting his lever and pulling the throttle deliberately to a certain picked notch, the engineer let go and leaned back. That was the time of the greatest exhilaration. The great locomotive seemed to be reaching out. It moved like a snake, swaying in front from one side of the track to the other, and at each swing it took a better grip on the train, gathered more momentum. Rising at curves, it seemed to dive around them, and, once we were going full speed, behaved most like a huge buffalo driving ahead cumbrously, yet with a sense of power that made the motion easy; clumsy and stupid, but irresistible and effortless. We on its back were thrown from side to side, towns passed with a bang, trains on the side track shrieked at us and rattled like tin pans, the air batted, cuffed, and slapped in on our faces.

Improving my grip, I looked over at the engineer. He was leaning on the window ledge, his throttle hand resting idly on the lever; and, though he was looking ahead, he seemed hardly interested. His whole attitude suggested a man at ease. For miles and miles the engine held the pace, the engineer the pose, and the Hudson River opened and closed, folded and unfolded beside us like a beautiful picture book in strong, old, slow hands. By and by we slowed for a town; then for water; then for another town; once to pass a place where men were repairing the track; then the engine slowed down, and rolled leisurely over the new bridge into Albany, just on time.

The engineer looked across at me. "Want to go back to the yard with us?" he asked.

"No, come and have lunch with me."
"Oh, I can't do that," he answered;
"I've got to go to work now."

He meant that he had to oil and inspect and tighten this and that for his afternoon trip down; but he meant also that there hadn't been any work about running his train from New York to Albany, 144 miles in two hours and thirty-four minutes. There wasn't; at least no labor. There was responsibility, concentration, judgment, and a sure hand, but no conscious effort. Once during the trip he got down and told the fireman to "run her." The fireman sat like the engineer of the story books, his body leaning forward, one hand on the throttle, the other on the lever, and his eyes fixed ahead. *He* worked and he will work when he gets his first engine. But the old engineer, surer, with tried attention and a nicer, idler hand, so controlled that machine that, though he gave no sign of effort, physical or mental, we finished the last mile of our distance in the last minute of our time.

Well, perhaps the night trip would bear out the story teller. The darkness seemed to me to be absolute. "That makes the signals plain," the engineer said. It did, indeed; only I saw too many till he explained how to distinguish "ours" from the galaxies that confounded me. We rushed faster and faster into the dark. A light ahead floated across the track, back again, then seemed to shoot up into the air on the right; a white signal; another light on the right slid diagonally down across the track, and then headed, flying straight for my window. "Bang!" it struck, and I dodged — a passing up train. We seemed to be going twice as fast as at any time in the morning, and I asked the fireman what speed we were making. He spoke to the engineer, who leaned far over to see his watch in the light of the furnace. Sitting up again, he was still, till I forgot. By and by he bent over, again looked at his watch and spoke to the fireman, who reported: "We made that last seven miles in five minutes and twenty seconds." If this rough estimate was correct, it meant eighty miles an hour. The engineer was lying back, with his arm resting idly on the lever — his eyes not "glued to the track," but simply keeping him informed. For a while during the trip I stood up beside him, and we chatted quietly about lights and locomotives and runs, all in an easy conversational tone, and I noticed that his eyes, ready enough to turn into the cab to pull out a gauge or a screw, habitually turned back every other moment to the track. His vigilance was as subconscious as the movements of a man dressing in the morning. His

mind could be on what he was saying to me, while his eyes were attending to their own business. He was not driving his machine by will-power, but machine-like, yet with his brain and senses so constantly on the lookout that they would react like clockwork to any sign meant for them. And there were many he himself forgot to mention. Thus, while we were talking, when he was interested, he let her off a little, and I asked, as if by the way, whether we were on time. "Three-quarters of a minute ahead," he said; but he had already acted before I put his mind on it. Just as in any other art, it isn't industry, but inspiration, that counts.

As I climbed back on my seat and took the rush of air and the roar of sounds I looked across at the man who was doing it and thought how little of it was his doing — how much was his parents'. He was simply a well-made human being, perfectly adjusted to his craft — a part of his locomotive. He and the machine together were like a great man — a serene soul possessing a powerful body, and directing forces out of all proportion to his effort.

When we stopped in the station, our pilot three feet from the buffer, the clock showed 9:59. That was time, and I recalled what this man had said the first day I met him, when I asked what was the art, the trick, of running an engine.

"You've got so many miles to go in so many minutes. There are so many slowdowns, sure — so many clear streaks of track. You know your engine and your track; you know just what you can do — where, when, and how. Now, then, the trick is to keep your train up to a certain point. If you use too much speed here, she'll run down on you later, so you keep her balanced on a fine edge till you're near home; then you can draw her down all you want."

"That's the thing you feel then?"

"Exactly; and that's the fun of the job. It's easy when you do it by feeling, and a pleasure."

"And danger?"

"Never think of it. There isn't any — not so much as there is walking along Broadway."

"But some engineers say there is."

"They've lost their nerve."

"What's that?"

"That's what I don't know."

The next day is the off day for these two engineers. They sit around, sleep, walk idly about, read a little. They don't talk much, but they like to listen to others' talk. Running the locomotive is their pleasure as well as their work. When they are busy they are happiest. They do not always know it, and that

(Please turn to Page 55)

THE RAILWAYS of NEPAL

Fritz Lehmann

Photos by the Author



NJJR 0-6-2T at Jaynagar, Bikar
on April 20, 1964.

To the traveler in search of the unique, Nepal is among the most fascinating of nations. In an area of only 54,000 square miles — less than the State of Illinois — its ten million people live a remote, isolated existence. Its topography, ranging from malarial jungles in the South to the world's highest peaks in the North, has traditionally helped to discourage visitors.

In recent years air transportation has come to Nepal, but even now the only practical alternative in some parts of the country is to ascend the steep hillsides on foot. I found a dramatic illustration of this when I met a fruit peddler at Gaucher Airport, Katmandu, who was embarking on a Royal Nepal Airlines DC-3 for Pokhara with a bushel of oranges, his entire stock. He assured me that by his calculations he saved money flying, in preference to an eight-day trek across extremely rugged terrain.

Like other mountain nations, Nepal presents formidable obstacles to railway development. In Switzerland, similar conditions were overcome with spectacular and very expensive engineering achievements because there was substantial potential traffic to justify the expense. The Kingdom of Nepal, however, falls close to the other end of the scale, with but two small narrow-gauge lines within its borders.

Over the centuries trade has trickled across the high Himalayan passes between Nepal and Tibet and pushed through the jungles to India, but not until the 20th Century in sufficient quantity to justify investment in anything more sophisticated than yaks, ponies, and elephants. Indeed, through all of her history Nepal's most significant "export" has been one man and his ideas: the Buddha, who was born in the lowlands and left his home — on foot, of course — to seek enlightenment in India.

In the 2500 years since Buddha's lifetime, kingdoms have waxed and waned in Nepal as communications remained difficult. An ambitious dynasty attempted to expand the nation's borders in the late 18th and early 19th Centuries, with some initial success. There were also serious collisions with rival expansionist powers: the Tibetans to the north, the Sikhs to the west, and the British East India Company to the south. Ultimately, the Nepalese decided that seclusion was the best means for protecting their newly-enlarged dominions from outside penetration and control. So impressive were the fighting qualities of Nepal's Gurkha soldiers, however, that the British were happy to recognize its independence in return for a peaceful border and the use of those

fearless Gurkhas as mercenaries in the Indian armies.

Predictably, though, an isolationist policy conceived in the 19th Century became less useful in the 20th, especially as Nepalese leaders began to learn of the material benefits of modern society. The great increase in population of the capital city, Katmandu, together with a long period of peace and relative prosperity, put an end to self-sufficiency in the production of consumer goods and rice, the staple food. The immediate problem was to overcome the transportation bottleneck as cheaply as possible without exposing Nepal to foreign penetration.

The then hereditary prime minister, Chandra Shamshere (1901-1929), found an acceptable solution in an overhead ropeway. This apparatus could bring in a relatively large volume of goods at low cost, but without at the same time making the Katmandu Valley more accessible to foreign visitors. After several false starts the project was completed in 1922-25 when the London firm of Keymer Son & Company built a 14-mile cableway between Katmandu and Dhursing. With its own electric plant, this 80 hp mechanism could lift about eight tons per hour over the 4500-foot ridge which was the worst of the obstacles between the capital and the plains of North India.

The prime minister was satisfied to leave undisturbed the malaria-infested Terai region between the Indian railhead at Raxaul and the new cableway, seeing this perhaps as a means of continuing the policy of isolation. But King Tribhuvana (1911-1955), though largely a figurehead monarch, used his influence to secure agreement for a light railway to help fill this gap. The Calcutta firm of Martin and Company, which had had railroad construction experience in India and owned a number of narrow-gauge railways there, was called upon to survey a route through the Terai in 1924.

Martin was awarded the contract to construct — and for a time to operate as well — the resulting Nepal Government Railway. This 2' 6" gauge line was opened for traffic between Raxaul and Amlekhganj, about 30 miles, in 1927. In addition to bridge traffic for the Katmandu valley (which had to undergo trans-shipment from Indian meter gauge to Nepal narrow gauge to Nepal road to the cableway), the line generated some traffic of its own, most notably timber from the Terai itself which was exported to India for railway sleeping cars.

The line was very lightly built — to suit Nepal's modest budget — and presented some interesting operating prob-

lems with a maximum axle loading of only six tons! This was determined by the 30-pound rail used, and by the many small bridges over streams and creeks which can rise alarmingly when the monsoon rains hit the mountains. Even without much civil engineering work, the maximum grade was held to 1.6 percent from Raxaul (280 feet above sea level) to Amlekhganj (1080 feet). With more favorable labor costs than the Indian railways (Nepalese wages are much lower), the line was a modest success — even late into the 1960's it was reporting an operating ratio of only 30 percent!

But the post-World War II "revolution of rising expectations" hit Nepal, too, with dramatic changes in transport. Chester Bowles in his *Ambassador's Report* tells of making the overland trek to Katmandu; but with the start of regular air services in 1950 and the completion in 1956 of the Tribhuvan Raj Path, an all-weather motorable highway, railway business began to slump. The old cableway itself was losing capacity through deterioration, and highway trucks and buses were cutting into the through traffic. The Nepalese govern-

uled services from two to one mixed-train round trips daily, and significantly enough my family and I were the only rail passengers that day continuing on to Katmandu. Other overland passengers went by bus or truck directly from the border town of Birganj and didn't use the railway at all. In these circumstances it was no surprise to learn that the government hoped to replace the railway entirely and that a new 26-mile cableway was already under construction. An American foreign aid project, it was being built by Riblet Tramway Company of Spokane, Wash. from a modern loading dock at Hitaura to Katmandu.

In July, 1965 the Nepal Government Railway was closed to passenger service, and in December the government announced that "in a few days" freight service too would be ended. There were plans, however, to install a meter-gauge line from Raxaul to Birganj to facilitate the transfer of freight (from the Indian meter gauge), and when finances permitted to extend this line to Hitaura and the new cableway terminus.

Four years later the 2' 6" gauge was still intact, and its smallest locomotives

OPPOSITE. Top, Nepal Government Railway No. 4 on train No. 1 at Birganj, April 2, 1964. The driver is standing near the cab. Center, No. 4 Mahabir 2-6-2+2-6-2 at Raxaul on the same date. Mahabir means "great hero" and is a title of the Hindu monkey-god Hanuman, who is depicted on the plaque under the cab window. Bottom, No. 5 Krishna at the Birganj locomotive shed, also on the above date.

ment made transport development a high priority for its development program, recognizing the truth in a statement by Indian geographer P. P. Karan that "it would be difficult to conceive of a pattern of internal transport that would more seriously hinder the achievement of political unity and coherence than does that of Nepal." Caught between two Asian giants, India and China, Nepal could no longer afford the luxury of isolation. Indian Army engineers built a highway into Katmandu (the lowland link with the Indian border, curiously enough, was an American project), while the Chinese threw a road across the mountains from Tibet. Kashmiri Sikhs now provide most of the drivers and Indian-built Tata-Mercedes-Benz trucks and buses are the most commonly-seen vehicles. We rode up from Amlekhganj in a truck delivering rice, but after watching a few of the horrendous hairpin curves we gave up our seats in the cab, which had cost two rupees extra (about 25 cents), and climbed in back with two Nepalese passengers. It was reassuring not to see the road.

At the time of our trip in April, 1964, the railway had just reduced its sched-

(0-6-2T's 3 and 7) were taking turns shifting freight cars between the two border towns. Then in September, 1969, came a real surprise: the Nepalese government requested that India survey for a broad-gauge 5' 6" line from Raxaul to Hitaura! Perhaps it anticipates a possible rebuilding of the Indian meter-gauge connection to broad gauge, although that does not seem very likely in the near future.

In the meantime, Nepal is developing its other 2' 6" gauge carrier — the Nepal Jaynagar Janakpur Railway. It, too, connects with India's meter-gauge North Eastern Railway, at the border town of Jaynagar about 50 miles east of Raxaul. Opened in 1937 to serve the important Hindu pilgrimage center of Janakpur, 18 miles away, it was extended in 1966-67 to Bijulpura, 28 miles further northwest. Scheduled services have increased from one mixed-train round trip daily in 1964 to three trains each way daily: two to Janakpur and the other to Bijulpura. In the process NJJR has picked up about half of the NGR's locomotive roster, so it would seem that whatever gauge the Raxaul-Hitaura link is built to — if indeed it is ever built — the other railway seems



OPPOSITE. Top, NJJR 0-6-2T at Jaynagar, Bikar on April 20, 1964. Center, Nepal Government Railway No. 6 *Sita Ram*, with nameplate in Devanagari characters at Amlekganj. Note the water buffalo and Katmandu bus in the background. Bottom, the Q1, a 2-8-4T at the Birganj shed.

to promise a good future for the 2' 6" gauge in Nepal.

The two lines have used a total of 13 locomotives, all but two of which were bought new (in 1932 the Beyer, Peacock representative was paid in gold bars for the new Garratt he was delivering). The locomotives all were given names from Hindu mythology, which seems fitting in the world's only officially Hindu state. (Ironically, all the crewmen whom I met were Muslims!) The big power was a pair of 2-6-2+2-6-2 Garratts, named *Mahabir* and *Sita Ram*. These were acquired from Beyer, Peacock of Manchester, England in 1932 and 1947 respectively, built to a design that had proven successful on the Sierra Leone Government Railway in West Africa under similar axle load restrictions. Nepal, in fact, is said to have asked about a third Garratt shortly after Beyer, Peacock stopped building them. Not giving up on steam, Nepal bought a pair of 0-6-2T's in 1962 from the Hunslet En-

gine Co. of Leeds, England for the Janakpur line, locomotives which appear to be very similar to the older power still working the Raxaul line. There are also two elderly 2-8-4T's acquired second-hand during World War II, a pair of 4-6-0T's built in 1926 by Hunslet, a pair of 2-6-2T's built in 1936 by the German firm of Orenstein & Koppel (supplier of tramway locomotives to many Indian sugar cane operations) and the one lonely un-paired locomotive, a 1939 0-10-0T from the Dutch firm of Ducroo & Brauns of Amsterdam. Nine of these locomotives were bought for the NGR and four for the NJJR, but five have probably now been transferred to the "booming" Janakpur line.

EDITOR'S NOTE: *Mr. Lehmann is a member of the faculty of the Department of History, The University of British Columbia. He is spending the current year in India.*

LOCOMOTIVE ROSTERS NEPAL GOVERNMENT RAILWAY

No.	Name	Wheel Arrangement	Builder	Const.			Drivers
				No.	Date	Cylinders	
1	Guhyeshwar	4-6-0T	Hunslet	1536	1926	9 1/2" x 12"	24"
2	Pashupati	4-6-0T	Hunslet	1537	1926	9 1/2" x 12"	24"
3	Gorakhnath	0-6-2T	Avonside	2016	1928	10 1/4" x 16"	33"
4	Mahabir	2-6-2 plus 2-6-2T	Beyer, Peacock	6736	1932 (4)	10" x 16"	28"
5	Krishna	0-10-0T	Ducroo & Brauns	241	1939	320 x 350 mm.	700 mm.
6	Sita Ram	2-6-2 plus 2-6-2T	Beyer, Peacock	7243	1947 (4)	10" x 16"	28"
7	Shree Bishnu	0-6-2T	Hunslet	3684	1949	10 1/4" x 16"	33"
Q1		2-8-4T	North British		1904	14" x 18"	34"
Q2		2-8-4T	North British	16429	1904	14" x 18"	34"

NOTES: 1 and 2 transferred to NJJR, probably when Q1 and Q2 acquired in early 1940's.

3 and 7 were built to same design. Avonside of Bristol had gone out of business and sold its patterns and goodwill to Hunslet.

Q1 and Q2 were built for the Madras Railway of India by North British Locomotive Co. of Glasgow, Scotland, then the largest locomotive builder in Europe. Madras Railway became the Madras & Southern Mahratta, later the South Indian Railway. The narrow gauge branches were dismantled in 1941 to provide material for the war effort, six of the locomotives being shipped to Free-town, Sierra Leone, to help with the dockside traffic augmented by Atlantic convoys. The five other engines were sold in India, two winding up on NGR.

4 and 6 transferred to NJJR by 1969.

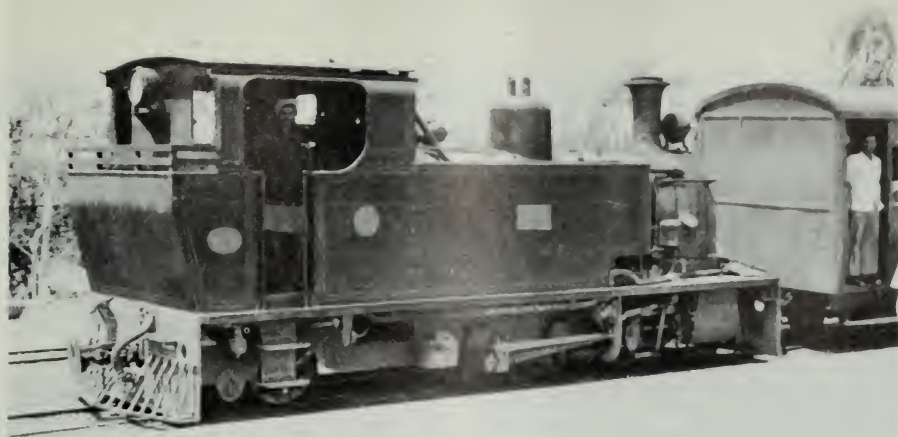
5 probably transferred to NJJR by 1969.

NEPAL JAYNAGAR JANAKPUR RAILWAY

No. In. Class	Wheel Arrangement	Builder	Const. No.	Date
2	2-6-2T	Orenstein & Koppel		1936
2	0-6-2T	Hunslet	3875 3876	1962, one named Surya

NGR 1, 2, 4, 5? and 6.

Note: NJJR's own locomotives did not carry numbers.





MAIN LINES

RAILWAY NEWS IN REVIEW

AMTRAK IN THE NEWS — By early fall Amtrak began to look like it was getting up steam. In September it announced its selection of 1200 of the best passenger cars available from the nation's railroads, to be refurbished for the Amtrak fleet. These included 447 cars from the Santa Fe, 276 from the Seaboard Coast Line, nearly 200 from Burlington Northern, 124 from the Union Pacific, and the rest from Southern Pacific, Louisville & Nashville, Richmond, Fredericksburg & Potomac, Baltimore & Ohio, and Norfolk & Western.

Also, plans for a number of new services were announced between Boston and Miami, between Chicago and New Orleans, and possibly between Salt Lake City and Los Angeles. Through trains between Boston and Washington would be increased from three to seven, and a dozen new Metroliner cars would be leased to augment the service. This was expected to include extension of the Metroliners through New York all the way up to New Haven.

Nevertheless, all was not rosy with the National Railroad Passenger Corporation. On October 4 a lead paragraph of the **Wall Street Journal** read: "Amtrak, the government-hatched effort to preserve and foster what's left of the nation's dying passenger trains, is rolling toward a first year deficit more massive than even its most pessimistic planners predicted". Contrary to their statements of only a few months earlier, Amtrak officials were preparing to hit up Congress for another appropriation of \$170 million just for operating funds. They were apparently finding out for themselves what railroad officials had been saying for years, that rail passenger service loses money by the barrel. Figures of 60 cents per mile of revenue against costs of \$11 were being cited for some runs. Said an Illinois Central spokesman, "Anyone of normal intelligence who took half a look at it would have realized right off that (Amtrak) was terribly underfinanced."

Several Congressmen were reportedly not too happy with this turn of events, and it was becoming increasingly clear that Amtrak was destined to become a major topic of political debate. Supporters were quick to point out, however, that even if hundreds of millions of dollars had to be poured into Amtrak, it would still be a drop in the bucket compared to Federal moneys spent on highways, airways and waterways.

TOUR OF THE TURBO — Outside of the NRHS convention, the biggest railroad excursion in September was put on by Amtrak, which ran one of its New York-Boston Turbotrains all around the country. With the Department of Transportation and United Aircraft as co-sponsors, the sleek speedster went skittering over some 12,000 miles of assorted track in 31 states in its 30-day exhibition and endurance run. Not all of it was at a high rate of speed, however. While its reliability record was generally good, it did run out of hydraulic fluid at one point and fuel at another, got stuck behind a slow freight on the Southern Pacific, and had to observe Penn Central's 50 mph speed limit

on a section east of Utica. It drew added publicity when its gas turbine exhaust set fire to station platform roofs in a couple of cities.

According to the sponsors, however, the tour was fantastically successful. Lots of people were carried in high style and comfort, it drew huge crowds everywhere, and everybody who got near it was apparently delighted. Or words to that effect. These sentiments were not universally shared by some of the railroad operating people but there seems little doubt that Turbotrain, if not the wave of the future, is at least causing a substantial ripple likely to result in further DOT/Amtrak support.

LUNA'S SUCCESSOR — The United Transportation Union elected Al H. Chesser to succeed Charles Luna as its president when Luna retired at the end of 1971. Mr. Chesser was the UTU's legislative director (i.e., chief lobbyist), a position he held with the Brotherhood of Railroad Trainmen before the 1969 merger that created UTU. The railroad industry has been speculating as to what difference this may bring to the railroad labor situation, but nobody is predicting anything. "We don't know what Chesser will do", one railroad official was quoted in the **Wall Street Journal**. "He could play the role of the old-fashioned fire-eating labor leader, or he could take a more statesmanlike role." Mr. Luna has been described as given to cigar chomping, loud shirts and earthy talk, whereas Chesser is more conservative in dress and manner, and has a reputation as a scholarly and knowledgeable man. However, said one railroad source, "Chesser's as volatile and emotional as Luna ever was. Both men have fiery tempers." But the consensus seems to be, nonetheless, that Mr. Chesser is very able and will be an excellent leader — perhaps even better than Luna.

IC HIGHLINERS — The Illinois Central took delivery last summer on the first of its new double-decker electric commuter coaches. Designed by Sundberg & Ferar, they are built by St. Louis Car with General Electric motors and controls. They're 85 feet long, seat 152 passengers, go 75 mph, have lots of fancy features, and are gorgeous to look at. They run off the IC's regular 1500-volt DC catenary. For reference, there's a nice color picture and description in the July issue of **Modern Railroads**.

AUTO-TRAIN — Before the new Auto-Train Corporation started up its service at the beginning of December, it had to run an ad in the papers apologizing to potential customers for the busy signals they got when phoning for reservations. So many more calls came in than expected that the phones couldn't keep up with them. You remember Auto-Train is the new service from Washington to Florida where your car goes with you on the same train. Passengers ride in railroad dome cars with all the comforts of modern travel — entertainment, meals, reclining seats — while their cars trundle along behind in enclosed auto carrier cars. It's a non-stop overnight run, and it looks like a winner. In this case the winners are Auto-Train, an independent company, and the railroads

(RF&P, Seaboard) which provide the rights-of-way. Amtrak is out of this picture completely.

MORE ON UNIT TRAINS — Distance-wise, the longest unit-train service to date has been established by the Union Pacific and the Chicago & North Western between Rock Springs, Wyoming and Oak Creek, Wisconsin (near Milwaukee), a round trip of 2,720 miles. It hauls low sulfur coal from Wyoming in 100-car trainloads for the Wisconsin Electric Power Company. Operating five round trips a week, the train is handled by the UP from Rock Springs to Fremont, Nebraska, 762 miles, and by the C&NW beyond. Locomotives of the two roads are pooled. Cars are 3290 cu. ft. hoppers built by Bethlehem Steel.

Ford Motor Company is in the unit-train act, too, with several short, fast trains carrying only Ford parts and assembled autos from Dearborn, Mich. to other Ford plants in the West and Midwest. Known as Ford Auto Service Trains, you can guess that they go by their acronym: FAST.

And it looks like another of those completely automated electric railroads is going to be built in Colorado, to service Climax Molybdenum's Henderson Mine. Prototype of this sort of thing was American Electric Power's Muskingum Electric, which hauls coal from mine mouth to power station in Ohio. Cars are loaded and unloaded while the train is in motion. Motive power is supplied by conventional rectifier electric locomotives under high-voltage catenary, but with fully automatic control. A second such operation is planned for the Black Mesa power plant in Arizona. But one big difference between those two and the new Climax Molybdenum railroad is that the former are the product of a domestic manufacturer, General Electric, while Climax has selected the big Swedish firm, ASEA, to build its railroad. We suspect a lot of people will be out to look at it.

PIGGYBACK HIGH ON THE HOG — Trailer-on-flat-car (TOFC) is one of the fastest-growing segments of rail transportation, despite the fact that railroads are generally prohibited from operating their own long-haul trucks. Largest operator of TOFC service is Penn Central (who else?) and it has been industriously adding to its fleet of trains in this category. In September it inaugurated round-trip overnight TrailVan service between Buffalo and New York, and in October from Harrisburg to Baltimore. This made the sixth TrailVan train added by PC in 1971, and brought to 39 the number of high speed piggybackers on its lines.

PC also announced plans to convert about half of its fleet of 400 FlexiVan container cars to TOFC service. The conversion boasts a clever innovation to virtually eliminate the pilferage that has been one

of piggyback's plagues. The cars will be arranged to load the trailers back to back, and so close together that you can't get the doors open.

FREIGHT CAR KALEIDOSCOPE — The variety of freight cars is growing, and more of them are being leased or bought outright by shippers. This was a trend cited at the convention of the Railway Supply Association in Chicago last September. Steel companies are buying unit trains for coil and scrap shipments, lumber companies are using all-door cars for easier loading than box cars, railroads that used to haul grain and potash in box cars now use special covered hoppers — the list goes on and on.

More aluminum and stainless steel is being used in freight car construction, too, both for corrosion resistance and to provide lighter cars for more payload. The Thrall Car Company reported that 80 percent of the cars it builds today are being sold or leased to shippers, or railroads are buying them for specific uses. A spokesman said that U.S. railroads need to spend \$100 million a year just for replacement of worn-out freight cars, and that the total carbuilding business runs around \$2 billion yearly.

ALYTH — Newest of the big automated freight yards is the Canadian Pacific's new Alyth Yard at Calgary, a rail hub in booming Alberta. While it's not the biggest in acreage, Alyth is near the top in total car capacity. It's 3.8 miles long, covers 168 acres, and holds over 5200 cars. But its outstanding feature, according to the CP, is that it is the most completely-automated classification yard on the North American continent. Among its more advanced automation systems are computer control of the speed of hump locomotives and automatic operation of car retarders.

MORE YARDS — Alyth is but one of several automated yards recently completed or under construction. Indeed, the decade of the 1970's may well set a record for this type of investment. Some of the major projects are listed below.

PUEBLO'S PLANS — DOT's High Speed Ground Test Center at Pueblo, Colorado was featured in the trade press in September after a few more details of its future plans were revealed. In particular, blueprints for the Federal Railroad Administration's test-track oval were shown to include an experimental hump yard; a stretch of reverse curves for evaluating drag coefficients and wheel and track wear; an impact track for studying derailments; and a special wavy track section for probing rock, roll and bounce. These are in addition to the high speed tracks and the Wheel-Rail Dynamics Laboratory.

It seems clear that the name "High Speed Ground Test Center" was chosen to

LIST OF MAJOR YARD CONSTRUCTION

Railroad	Location	Date	Acres	Track Miles	Cars/Day
Santa Fe	Kansas City	1970	100	96	6000
Penn Central	Columbus, Ohio	1970	453	88	3030
Burlington Northern	Kansas City	1970	260	75	2700
Union Pacific	Los Angeles	1971	260	14	1200
Burlington Northern	Pasco, Wash.	1971	800	99	5000
Texas & Pacific	Fort Worth	1971	?	50	?
Canadian Pacific	Calgary (Alyth)	1971	168	59	3000
Southern	Sheffield, Ala.	1971	160	50	?
Southern Pacific	Colton, Cal.	1973	560	93	?
Burlington Northern	Minneapolis	1975	250	105	3000

emphasize the glamorous things that would win votes in Congress. But while most of the publicity has gone to the futuristic aspects, Pueblo is actually geared heavily toward the improvement of conventional passenger and freight equipment at conventional speeds. "We're interested in real work-a-day problems", said its director, Myles B. Mitchell. A good story on the overall facility and its programs can be found in **Railway Age** for September 13, 1971.

GAS TURBINES IN REVIEW — Gas turbines have been a problematical piece of machinery ever since they were invented. They're noisy, high-speed, very-high-temperature devices that for years couldn't be built at all, even though their theory was well understood. They first found a niche in airplanes as jet engines because they generate so much power for so little weight. Engine life was terrible at first, but new materials licked that problem. On the ground they've been effective in some types of service where they could run at full speed and load at all times, but otherwise their fuel consumption would frighten old John D. Rockefeller himself. This is one of the major obstacles to their use in cars and trucks. Today the electric utility industry is buying gas turbine-generators like crazy for stand-by and peak-load service, mostly because they are easy to install and can be started up fast.

In railroad transportation, Union Pacific's fleet of gas turbine locomotives gave a good account of itself in long-haul service for a number of years but is now being phased out, again largely because of high fuel consumption. Developmental progress in this type of prime mover has been substantial over the years since the UP units were built, and today's gas turbines are noticeably more reliable and economical. They still drink up a lot of high-priced fuel oil, however, and you just don't let them sit around idling.

So how come Turbotrain? It uses gas turbines, doesn't it? Well, that's an application where small size, light weight and high reliability of the propulsion equipment have a big payoff — enough to compensate for the high fuel cost. Compared to the diesel engines in the old RDC cars, you get a lot more power with a lot less maintenance. And with the emphasis on high speed for passenger equipment of the future, it looks like the gas turbine may well be the only way to get the power that's needed.

Signs of this are cropping up in some of the developmental work now being sponsored by the DOT. Specifically, a \$7.4 million grant was made last summer to

New York's Metropolitan Transportation Authority for building eight gas turbine-electric commuter cars for service testing and evaluation. The MTA, together with New York State, General Electric, and the Garratt Corporation, are sharing an equivalent amount of the total cost. GE and Garratt will each design and build one four-car train.

Actually, this three-year program is a follow-up of a project started back in 1966, when DOT sponsored a gas-turbine-propelled car for development testing on the Long Island Rail Road. This first unit was an existing main-line coach equipped with a turbo-mechanical drive (the same as used on the Amtrak Turbotrain). In 1968 it was modified to a turbo-electric drive, similar to a diesel-electric but with a gas turbine driving the generator instead of a diesel engine. The eight new cars will also be turbo-electric, but with the added feature of being able to run off the third rail in electrified territory. They will MU with conventional electric commuter cars, but be able to strike out on their own in non-electrified tracks.

Keep your eye on this one. We feel it has real promise.

FIGURES DON'T LIE — The Central of New Jersey claims that its 105 miles of track in the State of Pennsylvania are a money loser, and it has the figures (from 1969) to prove it. It wants to abandon them. But the Lehigh Coal & Navigation Company, which leases the line to CNJ and naturally opposes its abandonment, claims that the trackage earned CNJ \$3.9 million in 1969. Its source of information? The same 1969 figures. Do you wonder the ICC sometimes really is confused?

NEW BOOKS . . .

(Continued from Page 49)

PACIFIC NEWS

Chatham Publishing Co., P.O. Box 283, Burlingame, California 94010. 8½ x 11, \$5.00 Per Year.

We would like to note the receipt of a sample copy of this Western United States publication. The September 1971 issue, Volume II, No. 9, is devoted to a feature article on the Cumbres & Toltec Scenic Railroad and news reports on such western operations as San Francisco Muni, Bay Area Rapid Transit District, Southern Pacific and local museums.

The quality is good and the full page bleed drawing of C&TS No. 484 (former D&RGW-narrow gauge) is worth removal and framing.

Back issues, since 1964, of **Pacific News** are available. List may be obtained from the publisher. M.E.



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NEW BOOKS

THE COLORADO ROAD

By

F. Hol. Wagner, Jr., Published By Intermountain Chapter, N.R.H.S., P.O. Box 5181, Denver, Colorado 80217. Clothbound, 415 pp. — Not Indexed — \$15.00.

If this reviewer were to write all the nice comments that he desires, he would be castigated by his Editor for wanting to use excessive space. (Perhaps it might even appear to be nepotism, even though he claims there is no relationship.)

First, let it be known that this book is a magnificent production, a permanent tribute to the men and companies who provided a North-South rail connection on the eastern frontage of the Rocky Mountain range and to the men who recorded their history in photograph and painting.

This is not a book with a story line, rather it is arranged as a form of encyclopedic pictorial reference to the companies and their operations. A comprehensive historical summary is separated into the Colorado Lines and the Texas Lines. These are interspersed with sections on the equipment of the individual companies with accompanying explanatory text.

It is a delightful mix of steam and diesel locomotives, equipment and it would be remiss not to note that there is included an excellent collection of paintings, many in full color.

Because of the arrangement of the book, the lack of an index is not considered an objection.

Our compliments to the Intermountain Chapter not so much for having published the book but for having produced it so elegantly.

M.E.

THE CABLE CAR IN AMERICA

By

George W. Hilton, Howell-North Books, 1050 Parker Street, Berkeley, Calif. 94710, 484 pp., hardbound, 684 illustrations, \$17.50.

Much has been written about San Francisco's cable cars, and almost all of it overflows with romance and nostalgia. Professor Hilton avoided both in this scholarly and thorough study of cable railways in the United States. It is really two volumes: the first section deals with the technology of the cable car, its grips, ropes, pulleys, rail and powerhouses; the second portion is a well-researched history of all known cable railways in the nearly 30 United States cities where the equipment was used.

The average reader may yawn at the seemingly endless paragraphs about the different style grips, the various methods of splicing cable, the bewildering array of pulleys and sheaves beneath the street, and the differences in rail and slot designs. But these items need to be recorded at least once and Hilton did it as well as can be expected from any author.

The cable car appeared first on Clay Street in San Francisco in 1873 and eventually spread to many major and minor American cities. A waterwheel at Spokane powered that city's cable line. One curve on the Chicago City Railway required 28 horsepower just to keep the cable moving. Between 55 and 75 per cent of a powerhouse's output was required just to move the cable on a typical system, Hilton relates. But he adds some experts calculated that up to 84 per cent was utilized, with

only 16 per cent of the horsepower available to propel the car itself. Frank Sprague's infant trolley cars were more efficient. At least 70 per cent of the powerhouse output reached the electric streetcar, according to Hilton. This obvious advantage quickly doomed the cables.

Hilton, an economist, probably overstates the economic issue. By eliminating two-thirds of his references to the inefficiency of the cable system, he still could have made the point with equal clarity and firmness. But no author, or book reviewer, is perfect. Hilton should not be faulted in this regard.

Generally, illustrations are good. A few are superb, but all are adequate when it is considered most were taken before 1900. Some of the more modern photos in San Francisco are disappointing. Cartography by James A. Bier is excellent.

Hilton exhibits almost no nostalgia or romance for his subject. However, Edgar Kahn, Herb Caen, Lucius Beebe, and others, have more than adequately reported on the atmosphere of the technology, at least in San Francisco. Any reader wondering how cable cars ride and sound may experience the noise and lurch of the grip on the rope in San Francisco.

This is not a tourist book, nor will it especially stimulate the casual reader of trolley and interurban volumes. But it definitely is the reference and source on cable railways in America. Hilton has not left a morsel for authors of the future. Even a lifelong rider and student of San Francisco's cable system gains a better appreciation of what operates today on Powell and California streets, after reading **The Cable Car in America**.

H.D.

INTEGRAL TRAIN SYSTEMS

By

John G. Kneiling, M.E., P.E. Published by Kalmbach Publishing Company, 1027 North 7th Street, Milwaukee, Wisconsin 53233, 1969. \$18.95.

The **Professional Iconoclast** has struck again! This time he has prepared an intriguing document on integral train concepts.

The concepts and ideas presented are extremely valid and hopefully, for the railway industry, useful for the next generation of rail transport technology. Unfortunately, the author, a noted super-intellectual, assumes that the background of his reader is of the same caliber as his own. Thus, he proceeds to present his development from an extremely high level of background understanding in diverse subjects. Kneiling has a great tendency to present statements of fact in short, concise sentences without much attention to the premises of the logical development.

This reviewer does not necessarily consider the unpaginated, unindexed format as the most effective. It is ideal for a reader looking for a complete review of the subject or a general subdivision. When searching for a specific statement or cross-reference, there is no aid to a detail search.

On the other hand, the boldface summary presented at the start of each section is worth its weight in gold printer's ink. For someone who would want a briefing on the entire subject in an hour or two, the perusal of the emphasized text can effectively provide this capability.

If a single technical item requires adverse comment, it is a tendency of the

author to dwell in unnecessary depth on the problems of railway labor agreements. It occasionally appears that he uses this text as a position to vent his critical feelings of work rules and practices.

In the total evaluation, this is a fine text on the subject of integral trains and may be the only definitive work for some time to come. It is not certain the high price justifies the investment in the book unless a specific professional problem requires access to such information. Such a price is typical of a university text where the professor-author has a captive market. Perhaps this is where we can accuse Kneiling of being a conformist.

M.E.

CARS STOP HERE

By

John A. Haney and Cirino B. Scavone. Published in **The Smoke Signal**, No. 23, Spring 1971, by the Tucson Corral of the Westerners, 1937 East Blackledge Drive, Tucson, Arizona 85719. Paperback 20 pp., bibliography, \$1.00.

We are pleased to call to the attention of NRHS members an interesting issue of this quarterly periodical. This particular issue was devoted to the history of streetcar operation in Tucson, Arizona.

In the introduction, David Myrick, noted rail historian of the West, states "The streetcars were there but the historians found it convenient to neglect them".

It fell upon the shoulders of two young men, an easterner and a Coloradan, who emigrated to Tucson to research the history of Tucson Street Railway and its successors. Considering the limit of material available, they have performed an admirable feat in a professional manner. Their work is supplemented by a useful bibliography.

The material is presented in a very readable fashion and the dryness of historical facts is made very warm by the interspersing of many personal recollections and anecdotes. The story as presented is one of people and the relationship of the city's public transportation to their lives and the reader is made a part of the history.

The story is illustrated by such available photos as are known to exist. A financial report of 1903, corresponding map and a map of the 1918-25 era add to the completeness of presentation.

This truly is a significant contribution to the history of local transportation in the communities of our nation. We welcome this and extend our congratulations to the authors for a piece of research well done.

M.E.

THE MAKING OF A RAILWAY

By

L. T. C. Rolt, photographs by S. W. A. Newton. Published by Hugh Evelyn Ltd., 9 Fitzroy Square, London W1P 5A7, 1971. 154 pp., 8½ x 11. £3.75.

When the **Manchester, Sheffield & Lincolnshire Railway** (Money, Sunk & Lost) determined to build a "London Extension", in 1893, a change of name was indicated. By 1897 it had become officially the **Great Central Railway**, which the Victorian wits translated to mean Gone Completely. The MS&L was a compact system based on Lancashire and Lincolnshire. Basically an east-west line it served Liverpool, Manchester, Chester, Sheffield, Lincoln and Grimsby, but once in the clutches of the empire-builder Edward Watkin it must needs go to London. Watkin, who con-

trolled the **Southeastern Railway** from London to Dover, was an early advocate of the Channel Tunnel. His ultimate ambition was to see a solid train of MS&L carriages in the Gare du Nord. Given the technology of the 1880's it is not likely that the "Chunnel" could have been built. Success would have waited inevitably upon the perfection of heavy duty electrification but in the final analysis British public opinion was not ready for the project. War between France and England was a possibility until the 1900's. Queen Victoria considered the tunnel **very objectionable** and her equally obtuse cousin the Duke of Cambridge happened to be the commander-in-chief of the armed forces. Enough said!

The "London Extension" went ahead just the same. Despite opposition from the **Great Northern Railway** and the **Midland Railway** Royal Assent was obtained at the end of March 1893, construction began in September 1894, and goods traffic commenced July 35, 1898. The first passenger train left Marylebone Station, London, March 15, 1899. New construction was divided into three sections. A Northern Division extended from Annesley Junction to Rugby (51.9 miles); the Southern Division thence to Quainton Road (40.0 miles); finally the Metropolitan Division entirely within London from Canfield Gardens to Marylebone (1.9 miles). The Southern and Metropolitan Divisions were connected by 42.6 miles of trackage rights over the **Metropolitan Railway**. Until 1923 this would be known as the **Metropolitan and Great Central Joint Line**. It was the one weak link in an otherwise super railway thanks to extreme curvatures and rather stiff grades. Accordingly a new route was sought from Grendon Underwood over the **Great Western Railway** to Northolt Junction from which point the Great Central built a double track to its Metropolitan connection at Neasden. Opened in November 1905 the alternate was four and one half miles longer but more suitable for express trains. Both routes continued in use.

The Making of a Railway is essentially Newton's picture book with Rolt's text providing a continuity. The young photographer was a professional employed in the family business at Leicester. Deciding to make the Great Central his **opus magnum** he travelled by train and bicycle and ended with over 1000 glass plate negatives. Rolt's careful selection of 290 prints is grouped into subject categories such as The Way and Works, Bridges and Viaducts, The Line is Opened, and The Railway Men. The locomotive buff will be disappointed for once the line was completed Newton seems to have lost interest. There are only a few pictures of Harry Pollitt's beautiful 4-4-0's and Atlantics but we do have a very complete coverage of contractors' switch engines — ugly but useful. Newton is concerned with people. There are few photographs without the human element and unknowingly he was recording the last great endeavor of the navy who had created the British railway system with pick, shovel, and muscle. Forty-three steam excavators made their appearance on this job sounding the death knell of earth moving by man unaided.

The "London Extension" was unquestionably the finest example of railway building in the nineteenth century. In fact no newly created line would eclipse it until the coming of Japan's Tokaido. With all of the lucrative approaches to London already pre-empted by other companies it perforce had to traverse an unprofitable rural landscape. The urban centers of Nottingham, Leicester and Rugby proved expensive and limited traffic generators. Long tunnels and the need for rehousing

many slum dwellers (Newton has caught the flavor of nineteenth century ghettos) was just one more straw to add to the financial burden. Even worse the final mile into Marylebone terminal had to tunnel under the sacred cricket ground of the Marylebone Cricket Club, seven tracks in three brick arch bores, 213 yards.

There was only so much patronage to be shared with the "old" roads and in spite of the excellent services offered by General Manager Sir Sam Fay the new line never paid its way. At the grouping January 1, 1923, the Great Central became a part of the larger **London & Northeastern Railway**. This in turn was absorbed into **British Railways**, January 1, 1948. In implementing its policy of reducing the rail network to viable limits the government has operated on a "last finished — first to go" basis. The "London Extension" saw its goods services disappear in 1965 and the last passenger train left Marylebone for Sheffield September 3, 1966. Henceforth only a local service was run from Nottingham to Rugby. South of the latter the right of way has been returned to its original state as far as the former Great Western connection at Calvert. There is still a faint hope that the Rugby to Nottingham portion will become a "fan operation." That hope is somewhat dimmed by the huge capital commitment that will be involved.

The story of the Great Central is the classic example of unbridled *laissez faire* as applied to English railways. We are indeed privileged that Newton was there to record it for all time.

H.R.G.

SOUTH SHORE THE LAST INTERURBAN

By

William D. Middleton. Published by Golden West Books, San Marino, California 91108, 1970. Cloth-bound, 176 pp., 250 illustrations, maps, timetables, scale drawings, index. \$10.00.

If there is a single adjective to describe the history of the South Shore Line, it might be "ironic." Ironic in that at the time of its inception as the Chicago, Lake Shore & South Bend Railway, when it should have had everything going for it, it didn't. In those days when the interurban electric railways were an expanding industry, especially in the midwest, here was a road with a well built line, good equipment, and a route with excellent traffic potential which floundered and foundered. Ironic again because in its later years, for very good reasons, it has managed to survive into the 1970's. Indeed, the last interurban.

William Middleton has put the history of the South Shore together in three chapters in his new book. Three additional chapters cover specific aspects of the line: entry into the Loop via the IC, the electric freight operations, and the Michigan City headquarters and shop complex. The entire work is profusely illustrated with fine photographs drawn from several sources including the author and NRHS Staff Photographer Ara Mesrobian. Author Middleton has succeeded again in making his subject come alive for the railfan reader. His access to the personal recollections of Samuel Insull, Jr. adds some interesting and sometimes humorous asides to the basic history.

While the South Shore had all the basic interurban characteristics, this reviewer would venture a long held opinion that of all of the latter day, heavy interurbans (those which interchanged freight cars with connecting "steam" roads), it had the least classic character. The heavy steel

cars introduced in the mid-twenties by Insull management bear a slight family resemblance to the arch roof, steel cars of the North Shore, but here the similarity ends: pantographs versus trolley pole power collection, track and roadbed built to steam road standards of curvature and grade versus the more usual "trolley line" aspects of other interurbans of recent demise.

From the Insull era onward, the South Shore continued to upgrade itself. By virtue of its newly adopted 1500 volt DC power system and equipment enabling its trains to gain entrance to Chicago's Loop via the Illinois Central's trackage, the South Shore evolved into a hybrid: suburban commuter line, and freight-hauling interurban. Again the irony creeps in. It is the heavy commuter travel between Chicago and the lake shore communities between Gary and Michigan City that has ensured the South Shore's future as a viable, if ultimately subsidized, electric passenger railway.

Let us hope that even with modern equipment, the easternmost segment of the line to South Bend will survive to keep alive this last vestige of the midwest interurban. For the present, though, the traction fan of the 70's can still partake of the therapeutic experience obtained only from riding big, fast, old, heavyweight, electric cars on private right of way.

R.T.L., Jr.

THE CINCINNATI, LEBANON & NORTHERN RAILWAY

By

Tom Collins. Published by the Author, 4516 Ashland Ave., Norwood, Ohio 45212, 1970. 21 pp., 8½ x 11. Price on Request.

This is a privately published monograph about one of the great short lines of yesterday. A labor of love, the author has written and published this book in dedication to his father, a conductor, and the engineer of the passenger train of the C-L&N. Effectively printed in brown on a buff stock on single side, the author has produced an appropriate memorial.

The text is equal to his publication effort being a summary history of the CL&N, one of the early commuter services serving the Queen City. The tone of the text is that of personal reminiscing with sufficient facts to enlighten the reader strange to the territory. It is broken into discussions about the line, events, and identification of significant customers.

Other sections are devoted to the on-line communities served by the CL&N.

This is a useful addition to the library of records of many otherwise-to-be-forgotten short lines which contributed to the growth of the American nation.

M.E.

LIFE ON A LOCOMOTIVE

By

George H. Williams. Published by Howell-North Books, 1050 Parker St., Berkeley, Calif. 94710, 1971. 219 pp., \$5.95.

This is a warm, affectionate biography of a third-generation C&NW engineer, "Buddy" Williams, as written by his son.

Hired in 1903 to fire his father's engine, Buddy Williams was promoted to engineer at 21 and soon attained a reputation as a fast but safe runner in an age when meeting the schedule was a matter of deep pride.

Although there were adventurous trips (saving a little girl's life on his first run as an engineer, losing a driving wheel at 90 mph, plowing through a herd of cattle while racing the Soo Line's **Mountaineer** on a neighboring track), the author stresses

the day-to-day routine of hard work and constant vigilance.

By the use of conversation and footnotes, Mr. Williams so thoroughly clarifies many of the mysteries of steam operation that his book could serve as a textbook for the young (and not so young) railfan. P.E.P.

URBAN TRANSPORTATION: AN ANSWER

By
Norman L. Cooper. Published By
The Bureau of Business Research,
Graduate School of Business, In-
diana University, Bloomington, In-
diana 47401. 66 pp., paperback,
bibliography, \$2.50.

This monograph deals with the problem of total transportation as a solution to current urban problems. The principal premise of the author is that corridors for transportation purposes should be established before development of a region is begun. His solution is a long-range planning technology, with several alternate methods for advance acquisition or control of the proposed corridors. Unfortunately, while he points out the problems in post-development transportation planning he is not prepared to offer definitive steps leading to a problem solution.

In the long-term solution, he develops techniques for advance planning. These include procedures for financing acquisition and inventory of future corridors for co-development with total economic growth of the region.

His most interesting analysis is the development of the need for true regional government. His evaluation of the problems of remote control at the federal level and the lack of effective control at the state level points up the need for regional government. At the regional level, he allows greater participation by the individual citizen. Professionals should no longer impress their impersonal technocratic decisions on an ineffective citizenry.

Thus he evolves his program from the planning process, with its advance acquisition, and its shift of lines of government decision-making, to improved human performance.

In this last section, a direction for participation is given to those interested in the future of public transportation. Certainly, if you are among this interested group, this significant contribution is commended for your reading.

M.E.

RAILROAD CAR JOURNAL

George R. Cockle, Editor-in-Chief.
Published by Kratville Publications,
516 Farnam Bldg., Omaha,
Nebraska. No. 1, 40 pp., 8½ x 11,
Indexed, \$3.50 per issue.

It is not often that we get the opportunity to welcome a new publication into the field of railway history. We are very pleased that someone has taken the effort to devote some printed material to the most essential ingredient of public railway transportation, the railway car.

Although it is indicated that the schedule will be irregular to start, the magazine will be sold as individual issues. We look forward to such a journal continuing for a long time.

Volume 1, in deference to its role in the development of the great railway system, is devoted to the workhorse of the rails, the boxcar. With diverse attention to design, the historical, current technology and the builder, this issue covers its subject well. A brief on the AAR designation code is very helpful.

We hope that future issues will devote space to other aspects of car problems,

such as design requirements, car service rules, per diem structures, car systems technology and, of course, to passenger and self-propelled equipment.

An attractive layout and an acceptable level of printing quality (although we would prefer greater contrast in the half-tone reproductions) make this an attractive addition to any library. A full color cover head with color photo in the back cover make an attractive wrapper.

To the publisher, editor and staff, we extend our best wishes.

M.E.

ELECTRIC CARS AND TRUCKS

J. G. Brill Company, 1895. Re-
printed by Harold E. Cox, 80 Vir-
ginia Terrace, Forty Fort, Pa.
18704, 1971. Paperback, 124 pp.,
11 x 8½, \$5.00.

Continuing his popular publication program of the various literature of the J. G. Brill Company, Dr. Cox has now reproduced this 1895 catalog of basic car designs and their patented trucks. From single truck trailers and powered cars, through double-truck cars with Brill's patented "Eureka" Maximum-Traction Pivotal Trucks, open, closed, combination and convertible cars, yes, even double decked cars, a full spectrum of equipment to meet every service requirement is offered.

Patented trucks for trailers, motors and even grip-carrying trucks for cable cars are described. Even freight and street-sprinkling cars of varying designs were available.

A photo-reproduction of quality commensurate with the improved production of Dr. Cox's more recent works permits retention of the elegance of the full page line drawings.

A desirable volume for every fan of early traction.

M.E.

THROTTLING THE RAILROADS

By
Clarence B. Carson. Published by
Liberty Fund, Inc. for distribu-
tion by the Foundation for Eco-
nomic Education, Irvington-on-
Hudson, N.Y. 10533. 132 pp.

Stressing that his book is a brief for the consumer, Dr. Carson traces the long history of governmental intervention in railroad affairs. The curious love-hate relationship between the public and the carriers, he says, probably arose out of the railroads' dual position as public thoroughfare and private facility.

The government was forced to institute regulation because of rising opposition to big business and the alleged discriminatory practices of the railroads. This trend accelerated after World War I while the government increasingly subsidized and promoted alternative means of transportation. Rail management and labor, however, continued to receive relatively high wages, dividends were paid, and the chief victims were the consumers who failed to receive improved service. Then the decline set in.

As Dr. Carson explains it, "railroad men have fought a 50-year-long holding action against disaster. Denied most of the avenues by which they might advance, they have husbanded their resources by strategic retreats. They have developed ingenious arguments supported by voluminous, arbitrarily construed statistics for reducing services — for dropping passenger trains, for cutting off dining cars, for closing depots, for not installing warning systems, and so on. They have become, in effect, unbusinessmen, for rather than seeking to expand services, they have sought to reduce them; rather than increasing traffic, they have sometimes

sought to reduce it; rather than reduce prices to increase the number of customers, they have often sought to raise prices and have thereby reduced customers and revenue."

The author makes an eloquent plea to free all transport of restraints that are not directly related to protecting life, liberty, and property. While Dr. Carson takes an extremely conservative view of government regulation and policy, his book is thought-provoking and provides an excellent program for reversing the long-term decline of the railroad industry.

P.E.P.

RAILWAY DIGEST INTERNATIONAL

Edited By

Bryan H. Jackson, Maple Cottage,
Ashburnham Avenue, Harrow-On-
The-Hill, Middlesex, HA1 2JQ,
England.

How to explain the endless flood of British railway publications of every sort? Apparently every British fan belongs to most of the various railfan groups and purchases nearly all of the publications, as well as all the commercial periodicals. One of the latter is the new **Railway Digest International**. The paper is coated and just thick enough to impart quite satisfactory photo reproduction.

Most of the 32 pages of our complementary copy are devoted to typical off-the-beaten-track English rail history. An excellent 5-page article with mouth-watering photos, plus a map, deals with two private electric railways serving the growing suburbs in the hills west of Naples, Italy. Both lines are standard-gauge and modern, with beautiful ultra-modern suburban MU cars that typify current Italian design.

Frequency of publication of this well-written — if largely esoteric — magazine (5½" x 8¼") is not indicated. Annual subscription overseas is £2.50 (\$6.00 US), with a single copy 25p (about 60 cents US).

W.A.Z.

INTERBOROUGH RAPID TRANSIT, THE NEW YORK SUBWAY

Interborough Rapid Transit Company, 1904. Republished, Arno Press (The New York Times), New York, N.Y., 1971. 154 pp., 9 x 12, \$3.95.

When the Interborough Rapid Transit Company began operation on October 27, 1904, the Company saw fit to prepare for its distinguished guests a commemorative book about the construction and equipment of the "Subway". Unfortunately, only 200 copies of this unique publication were produced.

Thanks to the New York Times, it has been made available through republication by its library subsidiary, Arno Press. This service was designed to make the information available to New Yorkers interested in increasing their knowledge of the city. Most fortunately, it has also been a great service to the historian of railway and public transit systems.

The style and presentation is somewhat formal with each chapter devoted to such elements as route, construction, cars, power stations, and so forth. The most important historical contribution is the listing of the persons and organizations which were responsible for this, a tremendous achievement of private enterprise. A complete list of principal sub-contractors for various portions of the subway construction is also given in Chapter XII.

It should be noted that a significant achievement in this edition was the excellent graphic artwork which permitted the highest quality of reproduction of the original printed photographs without ob-

vious evidence of the necessary rescreening process.

For the excellent accomplishment of a most worthwhile endeavor, our thanks to the publisher.

M.E.

COMMUTER'S HANDBOOK

Long Island Rail Road, Jamaica, N.Y. 11435. 24 pp. 8 x 3, Complimentary.

A very attractive information and promotional publication, this booklet is indicative of the Long Island's desire to improve its image with its largest volume customer — the daily commuter. The very effective use of graphic arts, with various color and tonal treatments, openly seduces the reader to delve into the information presented verbally. Interlaced with a brief history and promotional discussion of non-peak services are brief presentations on current operating practices, personnel, equipment, especially the M-1's (Metropolitans), and communications systems.

This reviewer believes that the Long Island should be commended for an effective publication to communicate with its patrons.

M.E.

RAILROAD ELECTRIFICATION

A Report to the Railroad Electrification Committee of the Edison Electric Institute. Edison Electric Institute, 750 Third Avenue, New York, N.Y. 10017.

This rather technical report is the result of a study to investigate the technical and economic problems associated with the electrification of railroads.

Volume I summarizes the findings of the Committee. It should be recognized that the study was done on behalf of the power companies, and the information is directed to those aspects of the problems related to their interest. However, the benefits and adverse influence on railroad economics are presented with equal emphasis.

Volume 2 is the technical details of a specific analysis using the New York Central from Harmon (N.Y.) to Cleveland in 1966 as a model. An interesting problem addressed is the distribution of the single-phase railway loadings on the three-phase distributing systems of current American utility practice.

Volume 3 covers specifically the problems of catenary designs and the economics of installation and maintenance.

M.E.

STEAM POWERED PASSENGER TRAINS OF YESTERYEAR

By

E. T. Mitchell, 107 West Circular Avenue, Paoli, Pennsylvania 19301. 96 pp., 6 x 9, Paperbound.

A well-conceived but ill-executed tribute to the grand days of passenger service. The elegant color reproduction on the cover of a Great Northern 2500 at Whitefish, Montana, belies what the author really presents. A picture book of some of steam's greatest days is composed of a few excellent publicity photos and quality railfan contributions diluted by a hodgepodge of poor and damaged snapshots, poorly rescreened pictures from other publications, and errors in captions and photo credits. (One of the rare photos of Reading's G-1sb class as originally built, is identified as Boston & Albany, 1942.) Fortunately, the printer was kind enough to reproduce some early halftones by direct dot copy. A very interesting book for the railfan who would enjoy some of the unusual locomotives and identifying the picture locations.

M.E.

(Please turn to Page 44)

NARROW GAUGE . . .

(Continued from Page 12)

point with the busy River Division between St. Louis and Memphis.

This meant that on an average day there would be passenger, mixed-train and log-train service on the narrow gauge, with passenger cars used morning and night to move work gangs to and from the cutting areas, and combination cars during the day for general passenger, mail and express service. Narrow-gauge locomotives were busy working the many logging spurs, and occasionally trains would be delayed waiting for highball movements on the main line of the Cotton Belt at Campbell. Frisco locomotives would be seen frequently along the standard-gauge portions of the line. Probably Moguls or light Consolidations were used in this service, pulling strings of empties from Hayti Yard to the loading tracks at Kennett and Campbell.

Standard-gauge passenger service was provided by the Frisco with locals and mixed trains out of Hayti, while the Cotton Belt's six daily passenger movements added excitement for the train watchers loafing in the shade of the Campbell depot.

By 1916 narrow-gauge railroading in the St. Francis was at an end, except for a few short tram lines around the sawmills. It had been a fascinating period, from the first beginnings with the Little River Valley and its streaks of rust across the swamps, to the high glamour of the Texas & St. Louis, to the complex of logging railroads with their infinite variety of gauges, locomotives and equipment.

There were many reasons for the failure of the narrow-gauge lines in the St. Francis valley. Obviously the demand for interchange service with the standard-gauge roads was foremost. It was impossible to make money for very long in the railroad business without being able to roll cars straight through from loading point to final destination. Economic reality did not allow for sentiment in the railroad business!

A second reason for the end of narrow gauge was the collapse of the timber business. By 1916 most of the virgin timber was gone from the St. Francis bottoms, and agriculture, especially cotton growing, was replacing the lumber mills. This drastically affected carloadings, and eliminated the necessity for the feeder lines.

Today no trace can be found of the roadbeds of many of these little railroads, the only record of their existence being a few faded entries in local news-

papers and obscure notices in the railroad manuals of the time. Hopefully those interested in railroad history will help rescue more of these obscure little lines from the complete oblivion which they do not deserve. In their time they played an important role, and played it well.

EDITOR'S NOTE: *Lee A. Dew, author of this article, is Professor of History at Kentucky Wesleyan College, Owensboro, Kentucky 42301. He is a member of the Owensboro Chapter and author of the book on the Jonesville, Lake City & Eastern Railroad reviewed in The Bulletin last year.*

SUSIE . . .

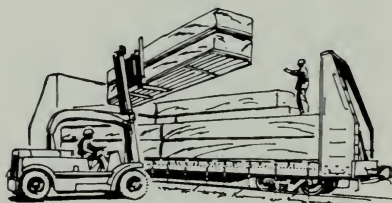
(Continued from Page 16)

the factory. Two hundred spectators were transported to the site via the G&W, despite a cold north wind, drizzling rain, and the fact that all passenger equipment consisted of open-air cars. Eight hundred building lots were sold and the community enjoyed a brief rush of activity. Following the storm of 1900, the machinery was removed from the damaged mill and the town was abandoned.

Unfortunately, there are no known pictures of G&W locomotives or rolling stock. There are no pictures of the pleasure seekers riding in the open passenger cars destined for the down-the-island resort. Likewise, there are no pictures of the G&W roundhouse or "stopping places" along the route.

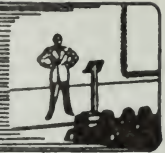
It appears that the Susie is just as much trouble to find today as it was to dispose of some 50 years ago.

W. Maury Darst is a member of the faculty of the Social Science Department of Galveston College and of the Gulf Coast Chapter, NRHS.





Chapter ACTIVITIES



HORSESHOE CURVE

The annual Chapter picnic was held at the summer cottage of Director Dave Seidel on July 24 in Dysart, Pennsylvania. A total of 40 members and friends attended.

The Chapter sponsored an exhibit at the Altoona Public Library in August. Material was supplied by Tim Reese, Charles Hazlett, Paul Westbrook, Dave Seidel, and M. J. Wahl. Mrs. J. F. Wahl helped set up the exhibit.

At the August meeting Howard Wright showed his films on Logan Valley streetcars and their last runs in Altoona. In September, reports of recent trips were made by Arley Wolfe, an auction was conducted by Joe Wahl, and refreshments were provided by Babe Wahl, Julia Corl, and Larry McKee. Jim Kelly presented his views of one of the last big "railroad shows" in the U.S., the 45-car James E. Strates carnival, during its stand at the Clearfield County Fair.

ROCHESTER

Two films were shown at the September 16 meeting in the Rochester Museum and Science Center. The first was Union Pacific's *Last of the Giants*. This was followed by *Vanishing Americans*, a movie made by the Kodak Camera Club in 1956 featuring Baltimore & Ohio's line between Rochester and Salamanca, N.Y.

AUGUSTA

Entertainment for the August meeting was provided by James E. Scofield, who showed an AT&SF movie entitled *Argentine Yard*, as well as a slide program on Mexico from the NRHS Film Library. In September an auction night was held, followed by John Parker's slide presentation. For October, Al and Mary Lee Langley showed slides of their recent trip to Canada.

Chapter member Scott Nixon celebrated his 25th year with the NRHS during 1971.

The Chapter has a new philatelic cover about "Railroad Daze" at Branchville, S.C., available from P.O. Box 725, Augusta, Ga. 30903. Cost is 35 cents each, or three for \$1.00.

The *Autumn Leaves Cannonball* was operated by the Chapter October 23 and 24 over the Clinchfield Railroad between Spartanburg, S.C. and Erwin, Tenn. Famed ten-wheeler No. 1, with diesel assistance, handled the train of open-window coaches and lounge over the scenic mountain route.

EAST TENNESSEE

On September 11, the Chapter sponsored an excursion behind Clinchfield's 1882-vintage steam locomotive No. 1 between Erwin, Tenn. and Spruce Pine, N.C. Unfortunately, rain was predominant throughout the afternoon, but several runbys were made in spite of the weather. Consist included CRR coaches Nos. 105 and 106, although on the return trip a gondola and caboose were added. The event marked one of the rare occasions when the little ten-wheeler has operated without its usual diesel helpers.

BALTIMORE

At the September meeting, Roger Puta presented a program of films about railroading. Included was an AT&SF production entitled *Midle Post 100*, movies of railroading in the Midwest, and a film of ex-NKP No. 759 in action on the N&W.

For October, the program for "Every Member's Night" was provided by Ronald

H. Deiter, Clyde L. Gerald, Richard H. Hafer, A. Llewellyn Jones, Warren E. Olt, Douglas T. Skeen and Bill Springer. Subjects covered were Chapter-sponsored trips on the B&O and WM; railroads in Austria, Switzerland and the United Kingdom; and scenes of motive power and operations on the B&O, CNJ, D&RGW, and N&W.

The Chapter operated two special trips during August. David M. Novak headed a bus excursion to the Black River & Western and New Hope & Ivyland steam tourist lines, with some 30 members and friends on board. One week later, on August 21, a well-patronized RDC trip was operated on the B&O between Baltimore and Harpers Ferry, W.Va., with Henry H. Heath III in charge.

On October 31, the Chapter's annual fall foliage special was operated between Baltimore and Oakland, Md. via the B&O. Chapter-owned cars **Edward G. Hooper** and **Pittsburgh** were included in the consist, providing everything from sandwiches and light snacks to full roast beef dinners.

CENTRAL OKLAHOMA

Dr. Laurance Reid presented an excellent slide program of narrow gauge railroading in the vicinity of Durango, Colo. at the August meeting. For September, Howard B. Thornton and Ronald Wagoner teamed to present movies of railroading in Mexico and Bill Kitchen showed a film about the Cumbres & Toltec Scenic Railroad. In addition, three commercial rail films were scheduled for presentation.

GULF COAST

James R. Gough presented a lecture about the compound steam locomotive at the July meeting. Donald R. Taylor provided a film for the August meeting; later the same weekend several Chapter members took the opportunity to ride Amtrak's **Turbo Train** as far as Rosenberg, Tex., with the return journey made aboard the **Texas Chief**.

About 12 special tours of the Chapter's museum were conducted for various groups by Museum Director A. A. Rohde during the past summer. Renovation of the RPO car has progressed well, and needed repairs have been made to other pieces of Chapter-owned equipment.

Several breakfasts were held aboard the **Good Cheer** during September; on October 24 the car was coupled onto the **Texas Chief** between Houston and Temple, for the purpose of allowing members and guests to visit the AT&SF train simulator and hospital at Temple.

CHAMPLAIN VALLEY

The September meeting of the Chapter was held in the combine at the Vermont Railway yards. The featured speaker was Bill Gove, who wrote a five-page illustrated story on the Bristol Railroad appearing in the Autumn issue of **Vermont Life** magazine.

WISCONSIN

West Penn Electric Railway was the subject of a slide show by Lewis Martin on September 10. Bob Manross followed with a program on fan trips and depots.

HAWK MOUNTAIN

The regular meeting schedule resumed on September 25 with a slide show by Mike Bednar featuring area railroads.

Several members of the Hawk Mountain Chapter assisted in the handling of NRHS Convention activities at Bethlehem: Ron



Anthony Kopecki, Jr.

"The Future of Rapid Transit in the Baltimore Area" was the topic being discussed at the joint Baltimore Chapter — Baltimore Streetcar Museum meeting on March 15, 1971. From left to right: John S. Thompson, former president, Baltimore Chapter and executive vice president, BSM; Jerome H. Kirchner, president, Baltimore Chapter; Stewart Smith, Baltimore MTA; James E. Dalmas, president, BSM; Warren E. Olt, vice president, Baltimore Chapter, treasurer BSM.

Apgar, Earl Baringer, Paul Baringer, Ken Bealer, Jim Bradley, Dick Diehm, Ken Klingborg, Dennis Tiley, Gerhard Salomon, John Scharle, Charles Bealer, Jim Hicks, John Knoll, and Jim Knoll.

NORTH JERSEY

The September meeting of the Chapter featured slides by several members on rail and traction subjects.

CHARLESTON

After hosting the 1970 national convention, the Chapter has returned to its normal activities, which include meetings, fantrips, restoration of equipment and banquets.

Entertainment for the regular meetings has been provided by several members and guests. Programs have included a 16mm film by Carl V. Brouillette, a Chapter member who currently resides in Oxnard, Calif.; movies of ex-NKP Berkshire 759 on various excursion trips, and a movie entitled "Proud Train to Promontory," also highlighting this famous steam locomotive, as presented by Charles B. Pegram; a film of the White Pass & Yukon narrated by Dr. Norman L. Garlick, a guest of the Chapter at its April dinner-meeting; and a program by Carl Lehman, entitled "Steam and Diesel in the Midwest."

Banquets and dinner-meetings included the January, 1971 installation banquet, which was held at the Navy Officers' Club; a "dinner-in-the-diner" during April when a spaghetti dinner was served to the largest crowd ever to attend a local Chapter meeting and which marked the first time that the Chapter's diner had been used for such an event; and the annual picnic at the Ironhorse Plantation during June, as arranged by Mr. and Mrs. Cole D. Walters.

The Chapter's coach **Summerville** was used for the March meeting, and a steam locomotive was fired-up for the enjoyment of those present.

In connection with the September, 1971 "Railroad Daze Festival" at Branchville, S.C., the Chapter operated two special trains behind diesel locomotives. Both trains were almost wholly chartered by other organizations, with the Chapter furnishing the equipment and providing personnel for safety and sales purposes.

Officers of the Chapter during 1971 were Cole D. Walters, president and director; Archie B. Myers, Larry M. Gimbruch and Marshall Elting, vice-presidents; Charles B. Pegram, secretary-treasurer; Samuel T. Califf, assistant treasurer; and Mrs. Marilyn Davy, corresponding secretary.

NARRAGANSETT BAY

The annual meeting of the Chapter was held on May 21 with the following officers elected: David Derow, president; Paul Langevin, vice president; James J. Reddington, Jr., national director; Martin J. Butler, secretary; Benjamin Perry, Jr., treasurer.

Two movies were shown that evening, **N&W Coal Pier 6 — Landmark for an Era**, from the Norfolk & Western, and **Argentine Yard**, from the Santa Fe. Entertainment at the June 25 meeting consisted of two motion pictures: **Traveling**, from Canadian National, and **At This Moment**, from Westinghouse Air Brake Company.

LAKE SHORE

A slide program by R. M. Halperin, entitled "Rapid Transit — Past, Present and Future", was presented on September 18 at the North East Station.

CENTRAL NEW YORK

The July picnic was held at the Martisco Station with 40 attending. A program of slides by various members was shown.

HARRISBURG

The July meeting consisted of an evening trip via Penn Central Silverliner to Philadelphia, followed by dinner and viewing of trains at the Reading Terminal.

BUFFALO

The Buffalo Chapter held its first fall meeting on September 17 at the Continental Inn in Buffalo. The Chapter calendar, a first-time effort, was offered for sale to the membership. Jeff Gerstung, who was instrumental in its development, was given a vote of appreciation.

The program presented by Jim Van Brocklin traced the development of the steam engine and later its application to railfan excursion service. CNR, Reading, Erie, and Nickel Plate power were studied in detail. Also examined was the evolution of New York Central's super-powered Mohawks.

A special series of slides, with narration and appropriate railroad sounds, was presented covering the 11 years of Canadian National steam excursions. Jeff Gerstung and Albert Kerr cooperated in its preparation.

LANCASTER

The program at the July 19 meeting was in charge of Aaron Dissinger with movies of the **California Zephyr**, Union Pacific's Big Boys, steam on the White Pass & Yukon, and shots of his basement model railroad.

NEW YORK

Entertainment at the September 9 meeting was provided by Ken Kulick, who spent the summer working for the Erie Lackawanna out of Marion, Ohio.

WEST JERSEY

During the September meeting James R. Laessle presented a slide and movie program about railroading in Australia. The films included 19th century steam switchers, Beyer Garratt steam locomotives, wooden MU cars, electric and diesel units, and well-maintained trolley cars used in daily service.

John F. Collins, Jr. showed two 16mm sound movies at the October meeting. Entitled **The Steam Locomotive** and **The Railroad Signal**, both films were produced by the New York Central.

William J. Coxey has been appointed editor of the Chapter's publication **Crew Caller**, replacing Richard H. Currier.

The Chapter's annual banquet was held on November 9 at Compton's Log Cabin Inn, located in Haddon Township, N.J. Guest speaker was Mr. George M. Leilich, vice president-operations of the Western Maryland, who showed his own films of NKP 759 in operation on the WM, as well as of his 1969 Swissair tour of Switzerland.

WINSTON-SALEM

Recent meetings have highlighted movies and slides of various NRHS conventions, including the 1971 Bethlehem conclave.

Two Southern Railway excursion trains were operated by the Chapter on October 23-24. The first trip was between Charlotte and Asheville, N.C., while the second journey was between Winston-Salem and Asheville. Headed by diesel locomotives, both trains traveled across the Piedmont and Blue Ridge Mountains during the peak of fall foliage.

Members are continuing to work on the Chapter's coaches stored at Whitaker Park.

CONNECTICUT VALLEY

The Connecticut Electric Railway has acquired one of the most interesting items of U.S. traction history, a locomotive built by General Electric in 1894 for the Taftville Mill (later Ponemah Mills) in Connecticut. The unit was used in switching

service at the plant for nearly 70 years.

New board members of the operating museum are Walter B. Sheffield, Amedee J. Belliveau, and Louis E. Pichette, Jr., elected for a three-year term. Reelected for three years to the board are F. Raymond Gale and Winslow Manchester.

Clement L. (Buddy) Manning, former superintendent of operations and director, died on August 18 after a long illness. A veteran of the Connecticut Company, he joined the Connecticut Electric Railway in 1956.

BLACKHAWK

The Chapter's publication, **The Railhead**, has been expanded into a 24-page magazine with many photographs. The September issue featured the **California Zephyr**. Non-members may subscribe for \$3.00 per year through the Blackhawk Chapter, NRHS, P.O. Box 455, Aurora, Illinois 60507.

The Chapter-operated trip to Lake Geneva, Wisconsin, via the Chicago & North Western on September 12, featured a cruise on the 73-year-old steam yacht **Polaris**.

NRHS sponsored a booth at three fairs during the summer: DuPage County, Kane County, and DeKalb County.

KANSAS CITY

At the August meeting Robert Jacobson showed slides of a recent trip to Colorado. The Topeka Chapter provided the entertainment at the September meeting with a program of movies by Marion E. Perrin. His subjects included a UP trip to Brookville, Kan. and one of the many KCS trips to Neosho, Mo., as well as steam on the CB&Q and UP in Nebraska.

For October, slides of the 1971 Bethlehem Convention were shown by James E. Asplund, H. Earl Johannes and Jack M. Morgan, each of whom attended the convention along with Member Cliff B. Shirley.

About 25 members and their families attended the annual picnic of the Chapter, which was held on August 28 at Loose Park. On November 19 Kansas City members provided the entertainment for the regular meeting of the Topeka Chapter, as part of the traditional exchange program between the two Chapters.

NORTH STAR

For the October meeting George T. Wier secured a copy of a rare 1929 film, professionally produced for the GN, recording a trip from Chicago to Seattle aboard the original **Empire Builder**. Contemporary equipment, including steam locomotives and heavyweight Pullman cars, were well represented in the film.

MIAMI

For the July meeting Frank R. Bradley presented a slide program of steam views taken at a variety of locations.

Members were afforded the opportunity to inspect the Amtrak **Turbo Train** during its visit to Miami in mid-August. A few weeks later, about ten members were in attendance at the NRHS Bethlehem Convention, a summary of which appeared in the October issue of the Chapter publication **Southern Spike**.

Entertainment for the October meeting included slides of the Bethlehem Convention and SCL doodlebug No. 4900.

Ross B. Petrie attended the 1971 NMRA Convention held in London, England during August. In addition to the usual convention activities he journeyed on the continent by train, riding the rail systems of several countries. A photographic record of his trip was shown to members and guests at the November meeting.

JACKSONVILLE

At the August meeting, members attending were treated to a ride on steam locomotive No. 9, obtained from the Naval Weapons Station at Yorktown, Va. During the past year the Southern Railway



Richard Ganger

On October 17, 1971 the Buffalo Chapter operated a trip on the Bath & Hammondsport — a short line in the Finger Lakes Region of New York. The consist included B&H No. 4, B&H wood, side-door caboose, EL gondola 12095, B&H combine 25. Approximately 90 members and friends rode the train.

donated an RPO and a baggage car to the Chapter, Nos. 36 and 6454, respectively.

Earlier in 1971 National President E. Lewis Pardee visited the Chapter's facilities at Green Cove Springs.

NASHVILLE

Alan Hicks provided the entertainment for the May, June and July meetings. His many slides covered mostly diesel locomotive subjects of the GM&O, IC and L&N. For August, Jim Hunt showed a rare movie of Tennessee Central diesels in action on the road's Western Division between Nashville and Hopkinsville, Ky., now a part of the IC. Dr. John G. Payne entertained at the September and October meetings with slide presentations of his recent trip to Europe.

On May 17, the Chapter held a farewell trip aboard the Pullman **Kentucky River**, part of the L&N's **Pan American** between Nashville and New Orleans.

The Chapter is seeking to preserve Nashville Union Station, as well as former TC business car No. 102. This is the last remaining piece of TC passenger rolling stock and is currently owned by the L&N.

TAMPA BAY

At the October meeting, movies of the 1971 Bethlehem Convention were shown.

Several Chapter members have bid for SCL No. 4900, more commonly known locally as the "doodlebug", which is to be sold by the railroad. Plans are for members to loan the 4900 to the Chapter for future excursions, if the bid is successful.

The SCL has donated a "string board", a piece of equipment previously used in the preparation of timetables, to the Chapter for display in its proposed museum.

POTOMAC

The Chapter continues to provide excellent entertainment programs. At the August meeting, John S. King showed a series of 8 mm sound movies featuring ex-NKP No. 759 and ex-RDG No. 2102 in action during 1971; Robert H. Flack presented a program highlighting transit in the Philadelphia area; and Bill Duvall reviewed

railroading during the past 12 years through color slides of railroads in North Carolina, Tennessee and Virginia.

For September, John West, a former SP trainmaster, traced North American steam locomotives to their last stand below the border.

His color slide presentation included Costa Rica, Guatemala and Mexico. Following, two movies obtained by William D. Gray were shown: **The Motorman**, a documentary about the last streetcars in Montreal, and a WMAL-TV film of the final day of streetcar operation in Washington, D.C.

H. Reid, noted railroad photographer and author, provided a slide and story program on the N&W and Virginian Railways at the October meeting. After his presentation, a question-and-answer session was conducted.

In conjunction with the Washington Chapter and the Southern Railway, the Chapter operated two double-headed steam excursions on October 2-3. Both trains were headed by locomotives 750 and 722, the former owned by the Atlanta Chapter. The trains originated in Alexandria, Va.; the October 2 excursion was destined to Strasburg, Va. and the following day's journey to Front Royal, Va. Over 1400 persons were aboard the two trains.

WEST MICHIGAN

Incorporation papers have been filed chartering the West Michigan Railway Historical Society as a non-profit organization. Meetings are held at the Bissell Company cafeteria on the second Thursday of the month. At recent sessions members have presented programs of slides, movies, displays, and photos.

The Chapter sponsored an open house at the Lowell Railway on July 8 as part of a membership drive. Through the generosity of Ed Bytwerk, the Railway was operated on August 11 for the benefit of the Chapter.

At the annual business meeting on September 9 the following officers were re-



Aubrey Wiley

Sometime in early November, the Chesapeake & Ohio 2-8-4 in Riverside Park, Lynchburg, Virginia, had its whistle and number plate stolen. The number plate was replaced with a painted piece of plywood having cardboard numbers "2760" glued onto it. No attempt was made to duplicate the whistle as it was on top of the locomotive and would not be missed immediately. The whistle was a single tone "Quill" type approximately 16 inches long and six inches in diameter.

The Blue Ridge Chapter, NRHS, is offering a \$20 reward for the return of these items. Anyone having information should notify:

Richard M. Ayres
4317 Montgomery Road
Lynchburg, Virginia 24503

The Pacific Northwest Chapter has also been the victim of thieves. Whistles were removed from SP&S 700 and SP 4449 during the early part of December. A reward of \$25.00 is being offered for information leading to their recovery. Contact:

Jack Holst
12930 N.E. Tillamook Street
Portland, Oregon 97230

elected: Gordon Luscher, president; J. Lynn Stollings, vice president; Ron Stevens, secretary; Emerson Stevens, treasurer; Constance Morrell, historian. Newly-elected to office were Claude Day, Jr., national director, and Jack T. Wilson, editor.

COLLIS P. HUNTINGTON

The annual picnic of the Chapter was held in Ritter Park, Huntington, on August 22.

TRI-STATE

As in past summers, informal meetings were held in July and August. Warren Appgar presented a program of slides and movies of his recent trip to the West Coast at the July meeting. Ted Gleichmann presented several railroad movies the following month.

MOHAWK & HUDSON

The July 17 meeting, which was held at the Silo Restaurant in Albany, featured a slide presentation by Henry Heins entitled "To and Through the Canadian Rockies on CPR and CNR."

Chapter members again manned the Railroad Museum at the Altamont Fair August 16-21.

CONNEAUT

The second annual "Nickel Plate Day" was held at the Conneaut Railroad Museum on July 17 with nearly 100 ex-Nickel Plate employees gathered for the event. The committee in charge was composed of Carlton Gee, Joe Whitney, Wilburt Gross, and Joe Julio.

The museum held a special "Conneaut Appreciation Weekend" on September 4-6 to honor the many people who have helped it grow and to encourage local residents to visit the display area.

PITTSBURGH

Members showed slides of their summer rail activities at the September 2 meeting, held at Penn Central Station.

MASTERS . . .

(Continued from Page 35)

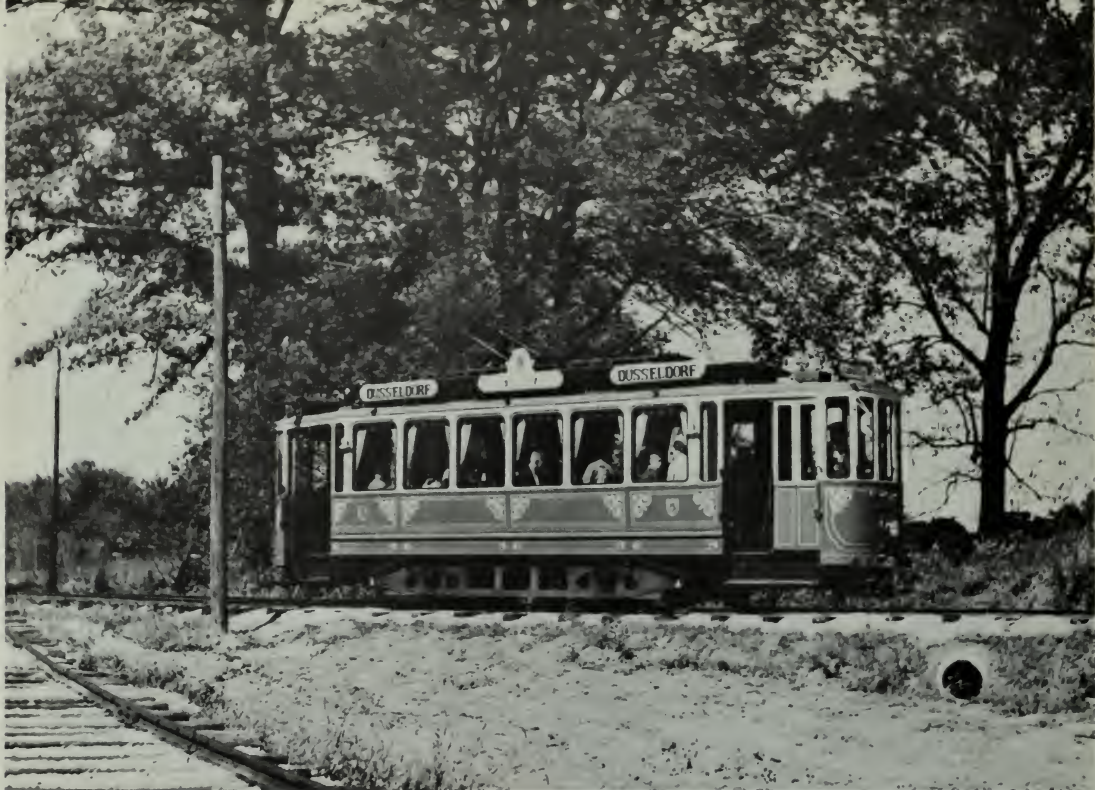
goes to prove the point: their joy is in their work, not a thing apart. Though they may stop for rest and recreation, their chiefest pleasure is in the doing of their job, whatever it may be, and, whether the reward for labor in their craft be wages or wealth, the compensation that keeps them at work is the delight of the craftsman in the exercise of his skill. If this is not the spirit of a man's labor he is not an artist — he is a painter or a merchant or a workman. Artists don't work for money.

EDITOR'S NOTE: *We are reprinting this article, which originally appeared in McClures Magazine, April, 1903, through the courtesy of Paul Kutta. We believe it will be of interest to our members. AMTRAK trains now take six minutes more for the New York-Albany run than the time mentioned herein.*

NOTICE TO MEMBERS

No copy for Chapter Activities was received from the Western Area for this issue. We will resume coverage in **Bulletin** No. 2.

For the benefit of other Chapters, the Intermountain Chapter advises that the humorous British film **The Titfield Thunderbolt** is now available from Janus Films, 745 Fifth Avenue, New York, N.Y. 10022.



*Upper, John J. Hilton
Lower, Ara Mesrobian*

Above, members of the Potomac Chapter and their families enjoy the cool evening breezes of the Maryland countryside as they ride National Capital Trolley Museum's car 955, ex Dusseldorf, Germany. Those attending later enjoyed a program of railroad movies in the Visitors' Center. Below, a westbound special train of the Potomac Chapter passes through Delaplane, Virginia, enroute to Front Royal over the Southern Railway. The date is October 3, 1971.

